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12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,606 號陸零百陸千叁萬壹第 日壹十初月玖年柒十二緒光 HONGKONG TUESDAY, OCTOBER 22ND, 1901 式拜禮 號式十式月十年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

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WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
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KILMARNOCK WHISKY.

This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents,  
SIEMSEN & CO.

Hongkong, 1st January, 1901.

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PRICE \$10.75 PER DOZEN

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"SPECIAL BLEND" WHISKY  
Blend  
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Distillations of the  
Finest Scotch Whiskies

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7.30 a.m. to 8.00 a.m. Every 10 minutes.  
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11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 10 minutes.  
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1.30 p.m. to 2.00 p.m. Every 10 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
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4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
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Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS.  
Arrangement at the Com.  
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JOHN L. JUMPHREYS & SON,  
General Managers.  
Hongkong, 1st October, 1901. [2445]

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CYCLE  
EMPORIUM.  
THE pleasure of cycling consists in having  
a first class machine, and the above Re-  
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We are Agents for the famous "NEW  
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and we also supply fittings of every description.  
Repairs can be had in second hand machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
McKIRDY & CO.,  
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Hongkong, 4th April, 1901. [2446]

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CONSULTING ENGINEER, SURVEYOR  
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PLANS and Specifications supplied for any  
Class of Engineering Work. Marine  
Work a Specialty. Designs prepared for  
Small Coast Steamers, Light Druggs Vessels,  
Dredgers, Tug-Boats, Launches and Barges  
of any Class or for Special Requirements.  
Now and Repair Work Supervised. Contractor  
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Office—9, QUEEN'S ROAD CENTRAL.  
"B. J. BARLOW."  
Hongkong, 12th June, 1901. [2440]

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PORTLAND CEMENT.  
\$5.50 per Cask of 37½ lbs. net weight.  
\$3.30 per Bag of 250 lbs.  
SHEWAN TOMES & CO.,  
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Hongkong, 1st June, 1901. [2444]

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THE GREAT REMEDY FOR  
INDIGESTION, DYSPEPSIA, FLATULENCY  
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VICTORIA DISPENSARY.

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EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
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A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [244]

TAILORING DEPARTMENT

SPECIAL OFFER OF AUTUMN SUITINGS at the following EXCEPTIONAL PRICES—

FOR ONE MONTH ONLY.

FLANNEL LOUNGE SUITS	\$20.00
TWEED AND CASHMERE SUITS	\$29.00
BLUE SERGE SAC SUITS	\$30.00
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LANE, CRAWFORD & CO. [238]

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FINE, PALE, MEDICINAL BRANDY.

MARIE BRIZARD & ROGER

COGNAC

SPECIALY IMPORTED BY

WATKINS, LIMITED,

66, QUEEN'S ROAD.

CHEMISTS AND AERATED WATER MANUFACTURERS. [243]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [247]

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

AGENTS—SIEMSEN & CO., HONGKONG. [247]

FINE OLD LIQUEUR BRANDY

AS USED BY THE RED CROSS SOCIETY IN SOUTH AFRICA.

RECOMMENDED BY THE MEDICAL FACULTY AS BEING

PERFECTLY PURE.

DISTILLED BY MESSRS. WILSON & VALDESPINO, JEREZ.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 17th October, 1901. [240]

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WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

CHRISTMAS and NEW YEAR CARDS

SUITABLE FOR PRINTING

OWN NAME.

CHINESE RICE CARDS with PIDGIN

ENGLISH MOTTOES and VERSES.

JAPANESE HAND-PAINTED.

A Very Superior Selection.

A New Variety of

AUTOGRAPH CARDS.

by De La Rue & Co., London.

A LARGE VARIETY by all LEADING

MAKERS.

23 & 25, Queen's Road, Hongkong. [237]

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J. HENNESSY XXX. OTARD DUPUY XXX.

EXSHAW'S No. 1. OTARD DUPUY V.S.O.P.

J. & F. MARTELL XXX. FAVORI GREY & CO.

EDMOND MARTELL & SANGE. NATIONAL CO., LD.

OTARD DUPUY X. COOKING BRANDY.

Apply to—

G. GIRAUT, 6, QUEEN'S ROAD.

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HAVE RECEIVED a NEW STOCK of SOFT FELT HATS in ALL SIZES

and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.,

Are now being Shown. [241]

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ENGINEERS, SHIPBUILDERS, BOILER MAKERS and BLACKSMITHS.

BRASS and IRON FOUNDERS.

COAST and RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS.

TUGS and FAST STEAM LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES and ENGINEERS' TOOLS OF

EVERY DESCRIPTION.

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60 & 62, DES VOUX ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, M.I.M.E. E. O. MURPHY, WH. SC., A.I.M.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS and TENDERS.

CONSULTING and SUPERINTENDING ENGINEERS and SURVEYORS. [22596]

WANTED.

A POSITION as HOUSEKEEPER or

STEWARD, or Employment in

some similar capacity. Advertiser speaks

English, French, German, and Russian. Good

References.

Address—

Care of Daily Press Office.

Hongkong, 21st October, 1901. [2677]

WANTED.

By an Intelligent English Widow

MANAGEMENT of HOTEL or

BOARDING HOUSE.

Apply immediately by letter to—

"ENGLISH."

Care of Daily Press Office.

Hongkong, 17th October, 1901. [2644]

WANTED.

A PORTUGUESE CLERK for Bangkok;

one with knowledge of Shorthand and

Typewriting preferred.

Apply, stating Salary, to—

K.

Care of Office of this Paper.

Hongkong, 19th October, 1901. [2668]

WANTED.

A EUROPEAN NURSE under 30 years

of age for a little child of four years.

Apply by letter or personally to—

Mrs. C.

No. 2, Des Vaux Villa.

The Peak (Mount Kellat). [2645]

SITUATION WANTED.

By Energetic Young Man, as GENERAL

OFFICE ASSISTANT, or Assistant at

keeping Books. Quick at picking up work.

Good testimonials from previous Employers.

Apply to—

A. T. E.

Care of Daily Press Office.

Hongkong, 15th October, 1901. [2620]

A GENTLEMAN with life-long experience

of Racehorses, who has Owned, Trained,

and Ridden Winners of Flat Races and

Steeplechases at Home and Abroad, would be

pleased to TRAIN PONIES for the forth-

coming Hongkong Races.

Apply to—

"SCIMITAR."

Care of Daily Press Office.

Hongkong, 17th October, 1901. [2664]

## FINE OLD LIQUEUR

WHISKY

F.O.S.

Per Doz.....\$15.00

H. PRICE & CO.

12, QUEEN'S ROAD.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE. [50]

THE

PEAK HOTEL.

City Office, 7, Duddell Street. [905]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the

Train Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMI-

LIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 15 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of

Guests.

Cuisine excellent; under Experienced Ma-

agement.

Terms Moderate.

A. FONSECA,

Manager.

Hongkong, 1st December, 1899. [52]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First-class and well-famed establish-

ment is pleasantly situated in the centre

of PRAYA GRANDE, facing south, with a

charming view of the sea on the front. Com-

fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms Very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "Hingkee" [1682]

"BOA VISTA" HOTEL,

MACAO.

THE SANITARIUM OF SOUTH CHINA.

Macao is 40 miles West of Hongkong, and

the trip is made each day (Sundays excepted) by

the Steamer "HEUNGSHAN," Capt. W. E.

CLARKE, leaving Hongkong at 2 p.m. and

Macao at 8 a.m. Connection made at Macao

with Company's Steamer to and from Canton.

Cable Address—"Boavista."

CLARKE & CO.,

Proprietors.

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## INTIMATION.

A. S. WATSON &amp; CO.

LIMITED.

ESTABLISHED A.D. 1841.

WEBB TO NOTIFY THE ARRIVAL  
OF OUR NEW SEASON'S

CONFECTIONERY

COMPRISING SELECTIONS OF THE

PUREST AND BEST DESCRIPTION.

FROM THE SIMPLEST QUALITY TO

THAT OF THE FINEST AND MOST

RECHERCHE CHARACTER, IM-

PORTED FROM THE LEADING

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON &amp; CO.

LIMITED,

THE HONGKONG DISPENSARY.

QUEEN'S ROAD CENTRAL. [35]

## BIRTH.

On the 21st October, at the Homestead, Peak, the wife of E. H. SMYTH, of a daughter. [2891]

MARRIAGE.

On the 20th September, by licence, at St. John's Church, Upper Norwood, by the Rev. Edward Ram and the Rev. Ralph Ram, EDWARD ALBERT RAM, of Hongkong, son of JAMES RAM, of Upper Norwood, to MADEL ZOK, daughter of FREDERICK TOPHAM, of South Norwood Park. [2892]

## The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd October, 1901.

It may be taken that the announcement that Russia is preparing next year to spend over five million roubles on the defence works of Port Arthur and Vladivostok will dispose of the story circulated last July that Russia was about to restore Port Arthur and Tientsin to China. We took leave at the time to disbelieve the tale. It was not in accordance with Russian ways to recede from territory once seized. What was the object of the inventors of the report in spreading it remains a mystery, to which we cannot attempt to find a solution. The origin seems fairly clearly to have been in journalistic imagination. The latest news from Port Arthur, brought by our Vladivostok correspondent's letter of the 8th inst., indicates great improvements about to be carried out at that port, the harbour being prepared for the reception of the largest warships and other alterations being made with a view both to military and to commercial facilities. Such activity is natural, and were it coupled with any assurance (other than verbal) that Russia is not once more putting pressure on China for the practical cession of Manchuria and that she is not still intriguing in Korea, would be hailed with satisfaction. Coupled, however, with a permanent grip on Manchuria, with the resulting repression of non-Russian trade, such an enterprise assumes a very different aspect. Indications from commercial sources in the North are to the effect that trade is recovering from the heavy blows struck at it by the recent troubles. Brigandage seems, unfortunately, to flourish. The Russians have not succeeded in keeping this down—but confidence is increasing. Still it cannot be expected that commercial men will make any efforts for expanding the trade of northernmost China if there is a likelihood of Russia being permitted virtually to annex the whole province and drive all competitors away. The Government remains silent as to Manchuria's future, apart

from a few vague remarks from which nothing can be drawn. In England the China League has, as we know, determined not to let the Manchurian question drop out of sight, but the effect of its exertions on Lord Salisbury's Government is not visible as yet. In Japan the feeling, as may be imagined, is strong, but the expression of it seems confined to the vernacular Press. As the matter is not one of the least important branches of the China question, it is to be hoped that before long we shall hear some official statement about it. But hopes in anything connected with China must be long-lived.

H.E. the Governor of Macao and Lady Horta e Costa returned to Macao yesterday.

The only case of communicable disease notified as occurring in the Colony last week was one of puerperal fever (Chinese).

Mr. F. A. Kemp, Acting Police Magistrate, has gone to Shanghai for a few days' change in order thoroughly to recover from his recent illness.

The Hongkong Police Recreation Club held its ordinary annual meeting on Saturday forenoon. Judging by the reports and accounts presented, the Club is in a very flourishing condition.

The return of visitors to the City Hall Library and Museum last week showed that 261 non-Chinese and 103 Chinese visited the former institution, 103 non-Chinese and 1,581 Chinese the latter.

The British transport *Sumatra* arrived from Calcutta on Sunday night. Yesterday the British transport *Uganda* left for Taku, the French cruiser *Friaat* for Yokohama, and the French transport *Dordogne* for Tonkin.

We received yesterday morning from the U.S. Consulate-General the following typhoon warning, issued from Manila Observatory at 9.30 a.m.:—Depression has been almost stationary S. E. of Manila, and is probably filling up at present.

The P. & O. steamer *Paromatta*, with the English mail of the 27th ult., left Singapore for this port on the 20th inst., at noon, and is expected here on Friday, the 25th inst., at about 4 p.m. Replies are due to letters despatched hence on the 26th August.

This evening at 5.30 o'clock, in the Union Church, Mr. George Grimble will give an organ recital. He will be assisted by Mrs. Mudie, and Messrs. E. Mirow, C. H. Lammer, and Moir, R.W.F. A very excellent programme of classical music will be found in another column.

We have to record the death of Mr. Nowrojee Sorabjee Tata, priest to the local Parsee community, which took place yesterday morning at the Parsee Club. The deceased was of a very sociable character, and was much liked by all. He was about 35 years of age. The funeral was attended yesterday afternoon by nearly all the members of the Zoroastrian sect.

A correspondent writing over the signature of "A Disgusted Lady Resident," says that when she was returning from a bicycle-ride on Saturday morning she was waylaid in Kennedy Road, where she was resting, by a "filthy-looking Chinaman," who attempted to steal her bicycle, and was only prevented from doing so by our correspondent's prompt action. We are asked to insert this as a warning to ladies.

Between twelve and one o'clock yesterday morning fire broke out on the first and second floors of a house at 249, Queen's Road Central. The fire brigade turned out, and confined the fire to the first and second floors. The first was completely gutted, but is insured in the San On Insurance Company for \$8,000. The damage to the second floor was not serious, and is covered by insurance—\$2,000 in the Fak On Company.

At 6.17 a.m. on the 16th inst., on the high seas, in lat. 38.20 N., long. 122.41 E., a passenger by the name of Mr. R. J. Denny, who joined the s.s. *Hainchi* at Chetso, jumped overboard and was drowned. The steamer sailed around the place where the sad occurrence happened for over an hour, but no trace of the body or of a soft white felt hat which the passenger wore could be seen. The weather at the time was fine and clear, with a comparatively smooth sea. The ship was then put to her course and proceeded towards Shanghai.

Philatelists in Shanghai, says the N.C. Daily News, will be interested in a communication which we have received from Mr. D. Widler of the Philatelic Exchange, in which he mentions the recent discovery that a stamp which was sold in Shanghai last year at a very high price is a counterfeit with a forged watermark. It was a three-line stamp of Tuscany, quoted at 1,300 marks in Sells's Catalogue, and at \$300 gold in Scott's; and Mr. Widler sends the Daily News the facts for publication as a warning to confiding stamp-collectors in the Far East.

A despatch received in Shanghai from Peking states that the proposed Government lottery, wrongly alleged to have been fathered by Sir Robert Hart and intended to be engineered by Wicrey Li Hung-chang, although eagerly advocated by a certain section of officials in the metropolitan and provincial administrations, has not received the support at first anticipated from the powers that be. On the contrary, such a scheme is considered derogatory to the dignity and latent resources of the Empire, and the upshot has been that this lottery scheme has been rejected and postponed sine die.

The Philippines Longitude Expedition sent out by the U.S. Navy Department has started on its work.

The interport cricket match at Kobe ended on the 16th inst. in a victory for the home team by 137 runs. The scores were:—Kobe 116 and 291, Yokohama 80 and 190.

The German Ambassador, Count Arco-Valley, has expressed to the Emperor of Japan his imperial master's appreciation for the splendid conduct of the Japanese troops during the troubles in Chihli, and has presented him with the Chinese war memorial medal.

It is officially announced, says the *Shanghai Mercury*, that thirteen large native custom stations will be handed over to the staff of the Imperial Maritime Customs on the 1st of November, in accordance with the terms of the Peace Protocol.

Bangkok engineering firms are very busy just now. At the two European establishments extensions on a large scale are in progress. The Bangkok Dock is being lengthened to 320 feet. At Messrs. Howarth Briskine's a large slipway is being constructed, and adjoining premises have been acquired and are now being converted into additions to machine-shop, foundry, ship-building yard, etc. The Chinese machine-shops are also busy.

The famous Chinese General Li Dan-ai, who during the Chinese troubles of last year was the leader of 15,000 Chinese troops, and who was persistently acting against the pacification of the country, surrendered, says a *Valdick* correspondent, not long ago to the Russian Colonel Manasseff and was brought, on September 16th, to Khabarovsk, where he was placed in an apartment prepared for him at the hotel "European Russia."

The *Singapore Free Press* "Topicist," in an effort of humour, casts an undecoded slur on our R.W.F. Discussing looting in North China, he says:—"It is quite possible that some British troops did a little private looting on their own account—were not the Welsh Fusiliers at Peking?—and can you restrain little national eccentricities?—but we have not heard of our Government condoning such things by erecting trophies of loot in public parks." Some one pointed out the other day the evil done by nursery rhymes. This imputation on the Welsh is a striking example of the fact.

The son of Yang Ys, Chinese Minister in St. Petersburg, accompanied by a relative and three other Chinese youths, arrived last month in Odessa from China on board a Volunteer Fleet vessel. After spending a few days in Odessa the party was to leave for St. Petersburg, where they will be accommodated in one of the universities in the Russian capital. The son of the Chinese Minister already speaks Russian tolerably well. This is the second batch of Chinese youths of good social standing to come to Russia with the object of obtaining a Russian university education, and it may be assumed that Russia will not lose sight of them when their university course is finished.

A rival to the submarine boat has arisen in the shape of the "Actinaut," which is described as a species of torpedo, containing motive power, which can be operated and controlled entirely by a person on shore, on board ship, or even in a balloon. The "Actinaut" contains no crew, and is controlled by a system of "rays" somewhat analogous to wireless telegraphy. The Automobile or Whitehead torpedo is governed only by its own mechanism, and when once it has been discharged into the water is entirely under its own control. The mechanically controlled torpedoes of the Sims-Edison or Brennan types are governed from a base by means of wires, and are under the control of an operator at the base. The "Actinaut" is stated to bear the same relation to the mechanically-controlled torpedo that wireless telegraphy does to the older system of telegraphy, and "can be steered, manoeuvred, or exploded from a position with which it has no tangible or material connection, and from which its action can be controlled to a very considerable distance." It is obvious that a weapon possessing such qualifications must have an important bearing upon the value of the submarine boat, and that it will be able to perform many of the operations of the latter.

Rumour, says the *Bangkok Times*, has credited a number of people lately with having made application to the British Legation here for permission to become Siamese subjects. As a matter of fact only three applications are before H.E.M. Charge d'Affaires, and they have been made by Messrs W. S. Castle-Turner, Archibald Maclean, and R. de Wind. The *Times* continues:—"The law on the subject seems fairly clear. If the applicant can show that he ought not to have been put on the register at all, his case would seem to be covered by Article 3 of the Agreement signed by Mr. Greville in 1899: 'If any question arises as to the right of any person to hold a British certificate of registration or as to the validity of the certificate itself, a joint inquiry shall be held by the British and Siamese authorities and decide according to the conditions laid down in this Agreement, upon evidence to be adduced by the holder of the certificate, in the usual way.' The only question that arises is as to whether the new registration rules contained in this Agreement are retrospective. But in the case of a person who has been properly registered, or who might properly be registered, we take it he cannot under any circumstances renounce his British allegiance in Siama. As British has extra-territorial rights here, no length of residence in the country can give him a domicile qualifying for naturalisation. And in fact, all qualifying for naturalisation. Siama has no presumption for that reason. Siama has no naturalisation law. Those who have become Siamese subjects have done so under the authority of special decrees, but such a decree could not be issued in the case of any person who would still be subject to another jurisdiction."

His Majesty's battleship *Centurion* was paid off at Portsmouth on the 18th ult. and seven days' extra leave was given to all the officers and men.

The Penang municipal estimates for 1902 are: Revenue \$459,485 and outlay \$457,253. The Malacca municipal revenue for 1902 is set at \$30,240, the outlay being \$29,698.

Dr. Robert Colman has been appointed by Prince Su, Imperial Chief Commissioner of Ootroi, as his foreign agent in collecting the ootroi to be levied on the railway. He has for some time been private tutor in English to the Prince.

A British soldier, on his way home from China, in the steamer *Australia*, was attacked and stabbed while walking on the Boulevard Maritime at Marseilles. He was taken on board badly injured, and went on in the *Australia* for London last month.

The P. and O. steamer *Australia* took home a very handsome present for Major-General Baden-Powell. The gift consists of a sword of honour with a hilt of Australian gold, and its intrinsic value may be judged from the fact that it is insured for £400. The sword is presented by the citizens of Australia, in commemoration of the heroic defence of Mafeking.

Five sailors of the American warship *Yorktown* and seventeen of H.M.S. *Endymion*, who had deserted, were apprehended at the Imperial Hotel, Yokohama, on the 8th inst., and were delivered to their respective warships. At the time these deserters were apprehended a foreigner interfered and assaulted the police. The man was thereupon escorted to the Kogachio Police Station and was sentenced, it is reported, to three days' detention.

On the 13th September, Messrs. Scott and Co., Greenock, launched the steel screw steamer *Hupei*, built to the order of the China Navigation Company, Limited. The principal dimensions are:—Length, 275 ft.; breadth, 38 ft.; and depth, 23 ft. She has been constructed for the Company's cargo trade between Chinese ports, and she will have a dead-weight carrying capacity of 2,600 tons. Messrs. Scott and Co. will supply her with triple-expansion engines, capable of giving a speed of 11 knots an hour. The *Hupei* is the fourth vessel of an order of six, two of which are twin-screw steamers.

The hero of the day in Buffalo last month, according to the *Rapport*, was the negro, "Big Jim Parker," who was the first to seize the President's assailant the other day. He is employed as a waiter at the Exhibition, in a café, and of late he has been lionised to an extent that has proved both gratifying and profitable. Not only did Senator Hanna tender him his warmest congratulations, but the great army of relic-hunters have been besieging him for mementoes of the day. People of both sexes are anxious to buy any fragments of the cloth he was wearing on the occasion, and he has sold several of his waistcoat buttons at the handsome price of twenty dollars apiece. The supply will not doubt last as long as his admirers are content to buy at this remarkable figure.

As we have reported, an order has been issued by the Admiralty directing plans to be prepared for making an addition to the armament of the *Powerful* and *Terrible*. The proposed addition consists of four 6-inch guns, to be mounted in casemates on the upper deck, two upon each broadside. The present armament is: On the main deck, eight guns, mounted in casemates, four on each side, 6-inch; on the upper deck, four guns, in casemates, two on each side. These latter guns, with their casemates, are fitted immediately above the extreme guns on either side of the main deck. The four additional guns in each ship will be mounted in casemates situated immediately above the 6-inch guns amidships on the main deck; so that when these alterations are completed there will be four double casemates for 6-inch guns on either side of the vessels. The *Powerful* will be taken in hand as soon as the designs and material are prepared, and the *Terrible* upon her return from the China Station. Many naval experts are of opinion that the *Powerful* and *Terrible* were originally very inefficiently armed. The decision of the Admiralty to increase their armament has probably been arrived at in deference to a very general feeling in the matter.

The Committee of Management of the Russian Volunteer Fleet are engaged at the present moment in drafting the terms of a new agreement which they propose shortly to lay before the Russian Council of State. In virtue of the agreement entered into by the Volunteer Fleet Committee and the Russian Government in 1892 for a term of ten years, the Volunteer Fleet was accorded a Government subsidy of 600,000 roubles per annum, subject to the fulfilment by the Committee of certain conditions, the principal of which stipulated for the construction by the Volunteer Fleet management, during the ten years covered by the agreement, of four fast cruisers. It is anticipated that the contract between the Russian Government and the Volunteer Fleet Committee will be renewed, though on a different basis from that in force during the contract period which is drawing to a close. Hitherto the subsidy granted has had the effect of seriously crippling competition from other Russian shipping concerns in the trade between Russia and Far East ports. In view of Russia's determination to raise her trade by the use of her own power, it is generally felt that the Government may be the terms of the new agreement will, at any rate, be such as to enable owners of Russian ships, hitherto prevented by the exclusive terms accorded to the Volunteer Fleet from competing with them on a fair footing, to cut into a trade which is bound to increase at a huge rate in the very near future.

H.R.H. Prince Parakrathe of Siam goes into residence at Cambridge University at the beginning of the Michaelmas term.

M. Klobukowski, the French Minister Plenipotentiary at Bangkok, was leaving for Saigon on the 10th inst. It is said that when he returns he will be accompanied by M. Donner, Governor-General of Indo-China.

A locomotive has recently been built at Osaka by the Japanese, which upon its trial trip made thirty English miles per hour, which is considered quite sufficient for the requirements of the line, and has cost ten per cent. less than any bought in Europe or America.

The following appointments have been made at the Admiralty:—Sub-Lieutenants—R. C. S. Hunt, to the *Endymion* to date Oct. 1; A. L. Strange, to the *Glory*, to date Sept. 24. Engineer—W. Toop, to the *Glory*, additional, to date September 19. Paymaster—F. R. Luke, to the *Argonaut*, to date September 19.

The P. and O. steamer *Shanghai* arrived at Plymouth on the 15th ult. with over a hundred men of the Royal Marines who have been relieved after two years' service at Weihaiwei. The men took part in the fighting in China, a number of them being members of the besieged Legation guard, while the others were in the relief expeditions.

The last number to hand of the *Navy and Army Illustrated* has some brief account of what remains of the Chinese Navy, including a good representation of the *Hai Tien*, which with the *Hai Chi* forms the best pair of vessels now owned by China—unless they are actually sold to Russia. There are also views of war-junks, some officers and men.

The detachment of the Chatham Division of the Royal Marines just returned from China, where it assisted in defending the British Legation at Peking, was paraded before the whole battalion on the barrack square, Chatham, on the 18th ult. The men were addressed by Colonel-Commandant Schomburg, who congratulated them on their safe return after the perils to which they were exposed, and commended them for the noble way in which they had done their duty and upheld the honour of the corps. The men, who were heartily cheered by the spectators, have received special furlough.

Mr. E. H. Parker, who for several years has been reader in Chinese at the Liverpool University, has been appointed Professor of Chinese—St. Owens College, Manchester. The Lancashire County Council has decided to make a special grant towards the chair, and subscriptions in aid of the same object have been promised by Lancashire men who are interested, in view of the large trade between the county and China. The *L. & C. Express* says:—"The appointment is a practical step to enable the coming generation of British merchants in China to hold their own in the competition that is likely to become more acrimonious. As China is more and more opened up, the need of speaking or writing Chinese will become greater, and speaking Chinese will be better than expecting the Government to do all to push British trade. The Government can do much, but the trader himself has to be the first link in the chain."

The *Asian* writes:—"The 'horned jockal' has recurred, this time in Madras. The 'phenomenon' has been discussed by many writers in our columns, and in the early eighties we completely exhausted the literature of the subject, and conclusively demonstrated the fallacy and the clear 'fake' of the horn. In the *Madras Mail* the other day, in the course of a notice on the Madras Museum, we read: 'Mr. Thurstone remarks *inter alia* that two specimens of the valued horny excrescence from the head of a jackal were presented. The natives call it *narri-combo*, and aver that this jackal's horn only grows on the head of the leader of the pack. Sinhalese and Tamils alike regard it as a talisman, and believe that its fortunate possessor can command the realisation of every wish, and that, if stolen or lost by him, it will invariably return of its own accord.' Those who have jewels to conceal rest in perfect security if, along with them, they can deposit a *narri-combo*."

"Cains" writes in the *Straits Times*:—"A Singapore business man who has just returned from a trip home had occasion to advertise for an assistant. He got many replies, and among them the following:—Dr. Sir,—In reply to adv. in D. T.—I beg to offer you my services as mentioned. I am 23 years of age—English—but speaking fluently French, Italian, Arabic and understanding Greek and German. I have been 10 years in Cairo (rather a warm country) as interpreter in furniture firm. Then professor of languages in French College (the fessor of languages in French College) I am ignorant of business but would soon be acquainted with it. I am a sort of all round man—quickly undertaking what is required. I am single, and in England since 10 months, but as winter here is rather too hard for me, being accustomed to warm countries, I should like to go abroad. I can tell you, many went with me and are dead. For the agreements of warm countries are numerous, as you naturally know, Fevers and Malaria, Small Pox, Influenza, Plague, Ophthalmia, Rheumatism, Mosquitoes, Snakes, Scorpions etc. I am very well acquainted with them all. So you can see I am a little knowledge. I have given you a little knowledge of it. Though I was never ill, being a sort of anti-febrifuge but my eyes were a little sore. Well, Dr. Sir, if you think I am worthy, kindly let me know. When and where is the starting point of the business. Very Respectfully, etc." "It was all right in a way," said the friend who showed me the letter, "though some of the English seemed a bit Continental. However, when I came to his experience with an 'Agreement' like 'Snakes, I paged on to the next bit."

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

London, 20th October, 7 p.m.

## A MYSTERIOUS STORY.

The German officials profess ignorance of the allegation that the head of Baron von Ketteler's murderer has been taken to Germany.

## THE WAR IN SOUTH AFRICA.

London, 21st October, 9.45 a.m.

## REPORTED DEATH OF DE WET.

The uncertainty as to De Wet's whereabouts is causing contradictory rumours about his death.

## GENERAL NEWS.

London, 20th October, 7 p.m.

## JAPAN AND AUSTRALIAN EXCLUSION.

It is alleged that an intimation has been received from Japan that she will withdraw her mail steamer service if the Australian Immigration Restriction and Post Office Bills are enacted.

## THE NAVIGABLE BALLOON.

M. Santos Dumont has successfully rounded the Eiffel Tower, but he exceeded the time-limit set for the prize by forty seconds.

London, 21st October, 9.45 a.m.

## THE ALLEGED RUSSIAN LOAN.

There has been an official denial of the Russian loan. The *Times* St. Petersburg correspondent says that this is M. de Witte's usual device until secrecy is no longer possible.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber.

Present:—HIS EXCELLENCY THE GOVERNOR (Sir Henry Blake, G.C.M.G.).  
Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).  
Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).  
Hon. C. MUI MESSER (Acting Colonial Treasurer).  
Hon. W. CHATHAM (Acting Director of Public Works).  
Hon. A. W. BREWIN (Registrar-General).  
Hon. C. P. CHATER, C.M.G.  
Hon. T. H. WHITEHEAD.  
Hon. J. THURSTONE.  
Hon. J. J. BELL IREY.  
Hon. Dr. Ho Kai.  
Hon. Wai A YUE.  
Mr. C. CLEMENS (Acting Clerk of Councils).  
REGISTRATION OF PARTNERS.  
The Colonial Secretary laid on the table a paper dealing with the Registration of Chinese Partners.

FINANCIAL.  
The Colonial Secretary laid on the table Financial Minute No. 63, and moved that it be referred to the Finance Committee. He said: "I wish to point out that the minute has been increased by \$600, and that the total now is \$3,300 instead of \$2,700."

The Acting Colonial Treasurer seconded, and the motion was carried.  
The Report of the Finance Committee (No. 12), and moved its adoption.

The Acting Colonial Treasurer seconded, and the motion was carried.

REVISION OF STATUTE LAW.  
The Colonial Secretary said: "It is the unavoidable absence of the Hon. the Attorney-General, I beg to move the third reading of the Bill entitled 'An Ordinance for promoting the Revision of the Statute Law by repealing enactments which have ceased to be in force or have become unnecessary, and by making Amendments in various Ordinances.'"

The Acting Colonial Treasurer seconded, and the Bill was read a third time and passed.

THE LAW RELATING TO BUILDINGS.  
The Colonial Secretary said: "In the absence of the Hon. the Attorney-General, I beg to move the third reading of the Bill entitled 'An Ordinance to further amend the Law relating to Buildings.'"

The Acting Colonial Treasurer seconded, and the Bill was read a third time and passed.

MERCHANT SHIPPING CONSOLIDATION ORDINANCE.  
The Colonial Secretary said: "In the absence of the Hon. the Attorney-General, I beg to move the third reading of the Bill entitled 'An Ordinance to amend the Merchant Shipping Consolidation Ordinance, 1899 (Ordinance No. 38 of 1899).'"

The Acting Colonial Treasurer seconded, and the Bill was read a third time and passed.

THE SUPPLY BILL.  
The Colonial Secretary moved the third reading of the Bill entitled 'An Ordinance to apply a sum not exceeding Three million Seven hundred and Sixty-two thousand and Twenty-six cents to the Public Service of the Year 1902.' He said: "I would point out that the figures have not been corrected in the orders



of the day, but these I have just read are the corrected figures.

The ACTING COLONIAL TREASURER seconded, and the Bill was read a third time and passed. The Council then adjourned sine die.

**MEETING OF FINANCE COMMITTEE.**  
A meeting of the Finance Committee was held immediately after the Council, the COLONIAL SECRETARY in the Chair.

There was only one minute before the Council, in which the Governor recommended the Council to vote a sum of \$2,700 in aid of the following votes:

**SANITARY DEPARTMENT.**

Incidental Expenses, \$1,500.00  
Watering Streets, 1,800.00

Total, \$3,300.00

The CHAIRMAN said the reasons for the vote and for the increase in the vote were explained in two letters, dated respectively the 11th and 19th of October, from the Secretary of the Sanitary Board.

The vote was agreed to.

**VOLUNTEER CAMP AT STONE CUTTERS.**

The weather throughout Sunday continued fine, but the day, so far as work went, was a lazy one, and time hung rather heavily until the afternoon, when a good number of visitors came over and helped to make things pleasant.

The majority had gone by six o'clock, but a few, including the Hon. H. E. Pollock, K.C., remained to dinner, after which, of course, another concert of the impromptu variety was held.

A corporal of the Field Battery, was in exceptional form, and is to be congratulated on the possession of a versatile wit which always ensures a successful "turn."

Yesterday morning's work consisted of a hard hour-and-a-half drill for all units, and was of a nature that will go very far towards increasing the efficiency of the Corps.

The only ground of complaint lies in the running of the launches from Stonecutters' Island to Hongkong. The 7.15 a.m. launch yesterday did not leave until 7.45 a.m. Apparently the times of departure of several launches have been altered, and if this be so it is only fair to the men that notification of the changes should be given, in order that they may make their arrangements accordingly. The launches leaving Murray Pier for Stonecutters are also not noted for punctuality.

**SUPREME COURT.**

Monday, 21st October.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE

(ACTING CHIEF JUSTICE).

**ARMED ROBBERY.**

Twelve natives and Chinese were charged on four counts with armed robbery on the island of Po Toi on 14th September. They pleaded not guilty on all the counts.

The jury was as follows:—B. C. M. Johnston, H. A. Siele, T. H. Jewitt, T. W. Hindmarsh, A. D. Barretto, E. A. Rose, and E. O. R. Volbrecht.

The Hon. H. E. Pollock, K.C., Acting Attorney-General, who was instructed by Mr. F. L. Bowley, Crown Solicitor, stated the case to the jury. He said the robbery took place in a grove of trees on the island of Po Toi, somewhere between midnight on the 13th of September and the early morning of the 14th. Some of the robbers were armed with choppers, but the jury was satisfied that the defendants were those who had actually committed the robbery, it would be justified in dealing in the matter as if all were armed with choppers.

Others of the robbers carried torches. They put the occupants of the shop in fear of their lives, and stole certain property, some of which belonged to the people in the shop, and some to people who were in the habit of leaving articles there. The robbers afterwards escaped in a junk, but one was left behind, and he was arrested by a fisherman and taken back to the grove's shop which had been robbed. Here he was kept until the arrival of the police, when he was taken into custody. The villagers carried the news of the robbery to Stanley, and from there a telegraphic message was sent to the Central Police Station. Inspector Riley, of the Water Police, came on to the island in a steam-launch to search for the junk in which the robbers escaped. He found it near the Lyceum Pines at six o'clock on the morning of the 14th September, with nine of the defendants on board. One of them threw a revolver into the water as the pinnace approached. Four choppers and revolver ammunition were found on the junk. The pinnace took the junk in tow, and on the way to Hongkong some of the prisoners threw several things overboard. Inspector Riley then ordered them into the fore-part of the launch, and made them place their hands on the top of their heads. After the launch reached the wharf and the prisoners were removed to the Police Station, a loaded revolver was found on the fore-deck of the pinnace, in the place where the prisoner had stood, besides certain of the stolen articles. Against the sixth and eighth defendants was direct evidence of identification; the tenth defendant was one of the men who was left behind when the launch escaped, and was arrested on the 14th. The eleventh defendant was arrested on the hills somewhere near Shaukiwan, and was at the time actually wearing a jacket which was part of the stolen property. With regard to the twelfth defendant, he had been identified by one of the witnesses in the shop at the time of the robbery as having been implicated therein.

After hearing the evidence, the jury unanimously found the prisoners guilty, and on the first count the Court sentenced them to 14 years' imprisonment each, with hard labour, and three whippings of 20 strokes each within the first six months of their imprisonment; on each of the second and third counts to 12 months' hard labour each; all the sentences to run concurrently.

The same prisoners will be further charged to-day with similar robberies upon other premises in Po Toi Island.

It is well known that Hamburg is the great market for wild beasts, which are brought there from all parts of the earth. Herr Pinkert, the Director of the Zoological Garden at Leipzig, gives some idea of the prices which these animals fetch. A lion, he says, may sell for anything between \$232 and \$2120, according to its age and race; a tiger is worth \$200 if it comes from Siberia; if from Bengal it may only fetch half that price; and if from Java, not much more than a quarter. A snake will not sell for less than \$100, and the price of a lion varies between \$100 and \$2120. An African elephant is not considered dear at \$2240, but the most expensive animal of all is the giraffe, which fetches from \$200 to \$1,000.

## WALKING ROUND THE WORLD.

There arrived by the steamer *Guthrie* yesterday morning from Port Darwin, Australia, Monsieur Gilbert and his child.

Monsieur Gilbert is the French journalist who, for a wager of 50,000 francs (£10,000) started from Paris on the 19th of February, 1895, with the intention of endeavouring to walk round the world in five years and three months. When he left Port Darwin, Monsieur Gilbert had completed 31,554 miles of his gigantic task, 16,119 of which had been covered in Australia. He has now to get back to Paris in something under a year, and considers the task impossible.

From Paris to Fremantle, in Australia, M. Gilbert's average for a working day was the excellent one of twenty-two miles, but across Western Australia, a journey that occupied five months, he made an average of only five miles a day, carrying on his back a weight of from 60 to 64 pounds. Speaking of the journey across Western Australia, M. Gilbert says he would not do it again for a thousand pounds.

He describes the country as fit only for a black man. M. Gilbert's programme after leaving Hongkong, which he does probably in the course of a week, is as follows:—Hongkong to Canton by steamer; Canton to Shanghai, walking; Shanghai to Nagasaki by steamer; walk to Ketto, North Japan, via Yokohama; from Ketto to Vladivostok by steamer, thence to Behring and across the Behring Straits; Points of Wales, Alaska, to Klonlyka, walking; thence, in turn, San Francisco, Valparaiso, Buenos Ayres, and Caracas; steamer to New Orleans; walk to New York, Montreal, Quebec, and Halifax. From Halifax M. Gilbert goes to Glasgow by steamer, "for a drink of whisky," he says; Edinburgh is the next objective; then London; from London he goes to Dover; across the Channel to Calais; and thence to Paris, the goal of this plucky pedestrian. M. Gilbert has enjoyed good health. Madame Gilbert, with her child, has accompanied her husband from Roma, in Queensland.

**POLICE COURT.**

Monday, 21st October.

BEFORE MR. F. A. HAZELAND, POLICE

MAGISTRATE.

**CRUELTY TO ANIMALS.**

The master of a fishing junk pleaded not guilty to a charge of unlawfully bringing into the Colony cattle carried on his junk in such a manner as to cause needless or avoidable suffering.

Constable Boulger stated in evidence that there were 35 head of cattle on the junk. Twelve of the animals were cooped up in a hole thirteen feet long and seven-and-a-half feet wide, and one had a ring through its nose and was tied to the roof of the deck, so that it could not lie down. The defendant, further, was slinging the cattle ashore by means of a piece of rope fastened round their bodies. The usual practice, the witness explained to his Worship, was to use a canvas band.

Dr. Clark, Medical Officer of Health, who is at present discharging the duties of the Colonial Veterinary Surgeon, was of opinion that the animals were subjected to needless suffering.

His Worship imposed a fine of \$10, or three weeks' hard labour.

**THROWING BEER IN A BOY'S FACE.**

On Saturday night a gunner in the Royal Artillery accompanied by four comrades, went to the Hongkong Hotel and called for four glasses of beer. They were attended to, and having drunk their beer three of the men left. The fourth, the gunner already mentioned, remained behind, and left some little time afterwards in the custody of a policeman. He had thrown what was left of his beer in the face of one of the boys, and had followed this up with three blows in the face.

At the Police Court the complainant told his story to the magistrate, and was followed by the witness-box of the defendant, another gunner, who said the boy swore at the defendant, and that the latter was incensed into throwing the beer.

His Worship told the defendant that he had no right to take the law into his own hands, and fined him \$5, with the usual alternative of 14 days' imprisonment. The fine was paid.

**A YEAR'S COURTMARTIALS.**

Parliamentary returns have just been issued of the number of court-martials held during last year. The first return, dealing with petty officers, men, and boys, and Royal Marines serving afloat, states that the number of court-martials was 297, and the number of persons tried 307. The total number of offences committed was 614. There were 25 cases of desertion, 171 of striking and attempting to strike a superior officer, 29 of using threatening language to a superior officer, 79 of wilful disobedience, 71 of behaving with contempt to a superior officer, and 102 theft and absconding with arms, as well as 67 notes to the prejudice of good order and naval discipline. Three hundred punishments were inflicted. In seven cases the punishment was penal servitude, in 125 cases imprisonment and dismissal with or without disgrace, in 122 cases imprisonment with hard labour, and in nine cases birching with imprisonment.

The number of summary punishments during the year was 103,328. In 315 of the cases corporal punishment with the birch was inflicted on boys. There were four cases in which men were discharged with disgrace. Imprisonment was inflicted in 3,586 cases, and minor punishments in 97,035 cases.

As regards the men of the Royal Marines serving at head-quarters and the Depot Royal Marines, Deal, the total number of court-martials was 281. There were 409 offences, including 55 cases of desertion, 62 of violence to a superior or inferior, 19 of disobedience, 5 of drunk and under arms, 7 of drunkenness, 69 of making away with necessities, and 25 of fraudulent enlistment. The number of punishments inflicted was 274. In one case the punishment was penal servitude, in 19 reduction to the ranks or to a lower grade, and in 236 imprisonment with or without hard labour. One man was reduced to the ranks and imprisoned, and 27 were discharged with ignominy. There were 139 cases in which fines were inflicted for drunkenness, the total number of men fined being 100. The number of minor punishments, including fines for drunkenness, was 2,618. The figures for the past ten years are also given in the returns for purposes of comparison.

## COREAN TRADE IN 1900.

Mr. Gubbins, who writes the consular report on the trade of Corea in 1900, says:—

In his report on the trade of Corea for the year 1894, His Majesty's Consul-General remarked that the unfavourable anticipations formed as to the future of trade in that year owing to the progress of the China-Japan War had, fortunately, not been realised. Similarly, with regard to the trade of 1900, it is satisfactory to be able to note that in spite of the troubles in China the value of the total trade of Corea for the year under review has not only not decreased, but has exceeded that of any previous year. This result is explained to a large extent by the fact that although the export of Korean produce to China, which is in Chinese hands, decreased, and importations of foreign goods by Chinese merchants likewise diminished, these disadvantages were more than counterbalanced by the stimulus given to the export of Korean cereals by the interruption of the export trade of Newchwang, and by the demand for food supplies for the foreign troops employed in military operations in China.

So far as imports are concerned, the figures for 1900 were exceeded by those for the year 1898, while the customs revenue for the year fell short of that for the year 1897.

The large increase in the trade of 1900, which occurred chiefly under the head of exports, may therefore be regarded as the result rather of exceptional circumstances than of the normal development of trade.

The trade of Corea has more than doubled itself in the course of six years, and the increase in value of the trade of last year over that of the previous 12 months was \$394,156. This increase is made up as follows:—

FOREIGN TRADE.	1894.	1900.
Exports—gold	2,444,303	99,967
Imports	70,576	56,697

**COAST TRADE.**

1894.	1900.
Exports	56,697
Imports	52,803

The large increase noticeable under the heading of foreign exports is distributed over the five principal items of the Korean export trade, namely, rice, beans, hides, ginseng, and gold.

The large increase of over £100,000 in the coast trade during the year under review, shows that the opening of the new ports has not, as yet, had the effect which was anticipated of increasing direct foreign shipment at the expense of the interior trade.

The increase noticeable in the trade of the year under review is reflected in the shipping statistics, and this increase is the more satisfactory in view of the serious interference caused by the troubles in China to the regular movements of the Japanese steamships, which so largely monopolise the carrying trade of Corea.

As compared with the previous year the figures show an increase in sailing ships of 263 vessels, representing an increase in tonnage of 4,125 tons, and in steamships of 431 vessels, representing an increase in tonnage of 23,908 tons.

Here, as usual, Japan still easily holds her own, though a slight increase is noticeable in the Korean shipping. The appearance of American shipping in the returns is due simply to visits paid to Wonsan by an American steamer under Russian charter, and to the employment on the west coast of a launch and some sailing schooners in connection with the American mines. The proportion between the number of vessels given in the returns and the tonnage recorded shows the smallness of the majority of the vessels engaged in Korean trade.

A table annexed to this report gives the number and distribution in the capital and open ports of the foreign population of Corea. The relatively small number of Western foreigners, as compared with Japanese and Chinese, explains the classification adopted in this table, which shows that out of a total foreign population of a little over 20,000, more than three-fourths are Japanese, while of the remainder three-fourths again are Chinese. Large Japanese communities are, it will be seen, established in the capital and four of the open ports, the Chinese population being concentrated chiefly in capital and Chemulpo. Of the other foreign residents, Americans are by far the most numerous, numbering in all 239, of whom 99 reside in Seoul, 34 at Ping-Yang, and 65 at the American mine. Those of British nationality come next. The total number of these is 141, of whom 66 are residents of Seoul. The remainder are of French, German, and Russian subjects are 80, 62, and 45 respectively, the majority of whom reside in the capital. The remaining 29 foreigners are distributed amongst eight nationalities. I should add that a very large proportion of the American, British, and French residents in Corea are members of missionary bodies.

In previous reports attention has been drawn to the great obstacles to the development of Korean trade which exist in the absence of good roads and other facilities for transport, in the unsatisfactory condition of the currency, and the general weakness and inefficiency of the Government.

The unsatisfactory condition of the currency, and the general weakness and inefficiency of the Government, are, it will be seen, obstacles to the trade of Corea has increased, and continues to increase, to the extent now observable, is a hopeful sign for the future.

**LATEST STEAMER MOVEMENTS.**

The P. & O. steamer *Paromatta* left Singapore for this port on the 20th inst., at noon, with the outward mail, and is due here on the 25th inst., at about 4 p.m.

The Imperial German Mail steamer *Bugera*, carrying the German mails with dates from Berlin of the 30th inst., left Colombo on the 19th inst., p.m., and may be expected here on or about the 30th inst.

The Imperial German Mail steamer *Sachsen* left Kobe via Nagasaki, Shanghai and Poochow on the 24th inst., p.m., and may be expected here on or about the 30th inst.

The steamer *Ararat* from Calcutta, left Singapore for this port on the 20th inst., at daylight.

The steamer *Hudson*, from Japan, China and Hongkong, arrived in New York on the 18th inst.

The C.P.R. steamer *Athenian* left Vancouver on the 14th inst., for Hongkong via Japan ports and Shanghai.

The O.S.S. steamer *Macdon* left Singapore for this port on the 19th inst., at noon, and may be expected here on the 25th inst.

The O.S.S. steamer *Prometheus* left Singapore for this port on the 20th inst., and may be expected here on the 26th inst.

The C. & O. steamer *Acaren* left San Francisco for this port, via Moji, on the 19th inst.

The silk ex the N.P. steamer *Duke of York* arrived in New York on the 14th inst.

The N.E. steamer *Duke of York* sailed from Tacoma for Yokohama on the 17th inst.

The F. & A. steamer *Knight Companion* arrived at Yokohama on the 20th inst., at 7.30 p.m.

## LATE TELEGRAMS.

NEWS VIA RANGOON AND CEYLON.

**THE WAR IN SOUTH AFRICA.**

London, 4th October.

REINFORCEMENTS FROM BARBADOS.

The 2nd Battalion of the Leinster Regiment are to be ordered from Barbados to the Cape next month.

**THE ATTACK ON KEKEWICH.**

London, 5th October.

Lord Kitchener reports that Colonel Kekewich was severely wounded, but is progressing well. A Yeomanry patrol gave the alarm but too late to prevent the raking of a piquet whose commanding position the Boers occupied, pouring in a murderous fusillade. The Derbyshires especially distinguished themselves. The enemy lost heavily.

**WOUNDED NATAL VOLUNTEERS.**

Several Natal Volunteers have been wounded in an engagement with 150 Boers at Helpmavoor.

**THE BOERS AND THE HAGUE COUNCIL.**

A Standard Brussels telegram says the refusal of the Hague Council to take cognizance of the Boer appeal for arbitration was officially communicated to Mr. Kruger yesterday.

**SMALL FIGHTS.**

Numerous small engagements have taken place in the Cape Colony and in the east, west and south of the Orange Colony resulting in considerable losses to the Boers, especially in prisoners.

**PORTUGUESE TROOPS FOR THE FRONTIER.**

748 Infantry, Cavalry and Artillery have left Lisbon for Lourenço Marques to reinforce the Portuguese on the Transvaal frontier.

**CAPE PREMIER'S RETURN.**

Sir Gordon Sprigg and Mr. Ross-Innes have returned to Cape Town. The object of their mission to the Transvaal has not been disclosed, but it is surmised that it was to consult with Lord Milner and Kitchener on the question of martial-law and the general situation.

**ANOTHER IMPORTANT CAPTURE.**

Further telegrams report considerable captures of Boers in the Orange Colony and Cape Colony. Major Holmes's column, operating north of the Zand River, has captured the whole of Commandant Marais's laager, capturing twenty Boers and killing and wounding four.

**THE INVASION OF NATAL.**

There is no news whatever from Natal. The latest despatches pointed to operations on a large scale being afoot.

**RECENT CASUALTIES.**

The following is a list of the recent casualties in South Africa:—

23rd September: Wounded, Lieut. Giddy, New England Mounted Rifles. 26th September: Killed, Lieut. H. Kane, 1st South Lancashire; wounded dangerously, Lieut. Lefroy, 2nd Royal Dublin Fusiliers; wounded severely, Captain Butler, 2nd Dorset; Lieut. Marks, 2nd Lancashire Fusiliers; Lieut. Herbert, 89th Battery, R.F.A.; wounded slightly, Captain Chapman, 2nd Royal Dublin Fusiliers. 27th September: Killed, Lieut. A. Paole and L. Cusky, both of the 6th Queensland Bushmen; wounded dangerously, Lieut. L. H. Roberts, Imperial Yeomanry; wounded, 2nd Lieut. Chadwick, 9th Lancers. 28th September: Killed accidentally, Lieut. J. H. Massoud, Mounted Infantry. 29th September: Wounded, since dead, Lieut. MacKay, 1st Royal Lancaster Regiment; died of his wounds, Captain C. Dick, 1st Royal Irish Fusiliers. 30th September: Killed, Captain A. Amison, Prince Alfred's Guards Mounted Infantry; and 2nd Lieut. Mills, 1st Derbyshires; wounded severely, Colonel Kewitch, 1st North Lancashire Regiment, and Captains Keller and Anley, both of the 1st Derbyshires; wounded, since dead, Captain Laird, 8th Field Battery, R.A.; wounded slightly, Captain T. G. Baldwin, R.A., 2nd Lieut. Hodgson, 1st Derbyshires, 2nd Lieut. Dural, 28th Battery, R.F.A., and Major T. G. Lavis, R.A.M.C.; taken prisoner, Civil Surgeon R. Anderson, attached to the Veterinary Depot. 1st October: Died of dysentery, Civil Surgeon H. B. Smith.

**NEW ROYAL ARRIVALS IN INDIA.**

Bombay, 8th October.

One thousand Boer prisoners arrived at Bombay in the transport *Ararat* on Saturday. There was an epidemic of measles on board, and ninety-four men have been detained at the Segregation Camp at Bombay. The others were trained to Umballa yesterday.

**GENERAL NEWS.**

**AUSTRALIAN AFFAIRS.**

London, 3rd October.

The Queensland Cabinet is strongly opposed to the Pacific Islanders' Emigration Bill.

**THE AMERICA CUP.**

London, 4th October.

Columbia has won the America Cup. Details of to-day's race show that *Shamrock* crossed the line three seconds ahead, but *Columbia* won on her time allowance after a thrilling race. The *Shamrock* led on the outward run of fifteen miles and rounded the mark 48 seconds ahead, but *Columbia* was always better against the wind. *Shamrock* took the lead until seven miles from the finish, when the wind dropped, *Columbia* overhauled and passed her.

**MR. WALTON IN PERSIA.**

London, 4th October.

Mr. Joseph Walton, member for Barnsley, has arrived at Tehran and had an audience of the Shah and his Ministers.

**MR. KIPING ON ARMY APPOINTMENTS.**

London, 5th October.

Mr. Rudyard Kipling, in a letter to the *Spectator*, joins in the protest against the appointment of Sir Evelyn Wood and Sir Redvers Buller to the Army Corps, and says it is not the triviality or ineptitude thus displayed that appals but its cynical levity.

**AUSTRIA AND ITALY.**

The dispute between Austria and Italy respecting the position of the Dalmatian Convent at Rome has been settled.

**AUSTRALIA AND COLOURED LABOUR.**

London, 6th October.

The Commonwealth Senate has ratified by 10 to 12 the House of Representatives' amendment to the Postal Bill prohibiting coloured labour on mail steamers. The Senators then gave three cheers for "white Australia."

**FRANCE AND TURKEY.**

London, 6th October.

The reservations made by the Porte, in accepting the French demands, involve a considerable reduction in the amount, which France has rejected and insists on the full amount of \$244,000 sterling. It is expected that France will shortly take steps to exercise pressure.

**THE INDIAN N.W. FRONTIER.**

Allahabad, 6th October.

News from the North-West Frontier shows that in the fight on the 20th September in which the Orakzai Ghilzai were worsted. The Sanni leader, Aminullah Khan, captured a fort of the Mani Khel, his lashkar comprising Zalka Khel, Adial, Mamoon, Sepai and Miah, who had been stirred to action by the preaching of the Mullahs. The Afghans received

as their reward a considerable number of sheep and cattle which were captured. This was in accordance with the agreement previously entered into with Aminullah. Two well-known Zalka Khel leaders were killed in the fight. The Mani Khel are still holding another fort.

**ARABI FASHA'S CEYLON RECOLLECTIONS.**

London, 7th October.

A Times telegram from Suva says that Arabi Pasha, on being interviewed, expressed the warmest admiration of British rule in Ceylon.

**AUSTRALIAN LEGISLATION.**

London, 7th October.

The Commonwealth Home Minister has resolved to eliminate the clauses in the Interstate Commission Bill objectionable to ocean-going shipping.

**AN M.P. IN BURMA.**

London, 7th October.

Mr. Ian Malcolm, Member for Stowmarket, has started to join Lord Curzon in his Burma tour.

**TRADE OF THE UNITED KINGDOM.**

London, 7th October.

Imports for September show a decrease of three millions sterling, and exports a decrease of two and a half millions. The decline of the former is mainly due to a fall in the price of tea and sugar, the quantity imported actually showing an increase. The decrease in exports is principally in coal for ships.

**RUSSIA'S GRIP ON MANCHURIA.**

London, 7th October.

The traveller, Mr. Stead, who was lately permitted to travel over the whole Manchurian line, has arrived at St. Petersburg in 18 days from Harbin. He expresses himself astounded at Russian progress, not only in the railway, but in towns along the route. Fine buildings are arising everywhere.

**DEATH OF THE AMER.**

Calcutta, 7th October.

The Amer of Afghanistan died on Thursday last. The news of the death reached Simla yesterday evening. Nothing is known of the state of affairs at Kabul. Probably the eldest son, Habibullah Khan, will succeed.

**REGARDING THE F**







HONGKONG  
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Hongkong, 14th February, 1901. [50]

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TIMBER MERCHANTS,  
No. 252, Des Vaux Road West, Hongkong.  
Have always on hand a Large Stock of  
the following Timber:  
AMERICAN PINE and BIRCH, BANGKOK  
TEAKWOOD, HARDWOOD, &c., &c.  
(In Logs and Planks).  
An inspection is respectfully solicited.  
Hongkong, 5th September, 1901. [2262]

CARBOLINUM-AVENARIUS  
Used for over TWENTY YEARS.

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot, and Dampness.

Sole Agents for China,  
LUTGENS, EINSTMAN & CO.,  
Hongkong, 31st August, 1897.

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TELEGRAMS: "CARMICHAEL," HONGKONG.  
A B O Code, 4th Edition.  
A 1 Code.

Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 21st June, 1901. [1554]

## R. J. REMEDIOS

FOREIGN AND COLONIAL STAMP  
DEALER.  
No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval  
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ences.  
Is also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash.  
AGENTS WANTED  
15 to 25 per cent. Discount Allowed. [1396]

THE LOYALIST OF SOUTH  
AFRICA.

Mr. C. de Thierry, writing in the September  
number of the *Empire Review*, says:—

The charge of cowardice so persistently  
brought against the Uitlanders came with a  
peculiar grace from Little Englanders living  
in ease at home. He, at all events, has  
vindicated his honour and courage on the field  
of battle; they have assailed him in the  
rear with more deadly effect than the foe.  
The Boer, who defends his opinions with his  
life, commands our respect. The pro-Boer,  
who, in perfect safety, is allowed by public  
opinion to act the same part as a Capa rebel,  
who is liable to severe penalties, is an object  
of contempt. His weapons are forged and  
anonymous letters, libellous speeches at hotel-  
and-corner meetings, demonstrations of sym-  
pathy with the enemy, which outrage free  
speech, fair play, and patriotism, malicious  
lies, and newspaper agitation. The worst  
enemy of faithful subjects of the Crown in  
South Africa is not the Boer, but the pro-Boer.

It will thus be seen that the loyalty of these  
people has been tried as the loyalty of English-  
men has not been tried since the American  
Revolution. This fidelity to the Empire is one  
of the most remarkable features in the history  
of the Anglo-Saxon race. It has survived a  
century of wrong, which has stained the veil  
with blood, and stained South Africa's growth;  
it has survived periodical betrayals by the  
English people; it has survived their selfish-  
ness and lack of sympathy. The Boers, who  
know every detail of the history of the Empire  
in South Africa, maintain that had it not  
been in the special care of Providence it must  
have come to an end long ago. In a sense they  
are right, as Providence always works through  
an agent, and that agent is the Loyalist. He  
has suffered for the sins of England that the  
unity of the race might be preserved.

We are so proud of our own constancy in  
South Africa during the present war that we  
fail to see how poor it is beside the constancy  
of the Loyalist. The quarrel is not his. It  
was thrust on him by a State which owed  
its origin to England. That is to say, untold  
disasters have been brought on the Colonies  
he has built up in the teeth of difficulty,  
because Englishmen were generous to their  
enemies at the expense of their friends. He  
has fought throughout the war in constant fear  
that the betrayals of 1835, 1854 and 1890, were  
to be repeated. Nor is this all. His advice  
has been persistently neglected. In spite of  
the teaching of experience, conciliation has been  
the basis of our South African policy, so that,  
as usual, sound military principles gave way to  
weak political considerations. So long did war  
and peace walk hand in hand indeed, that a  
campaign, which should have ended six months  
after the fall of Bloemfontein, is dragging on  
still.

And the patience of the Loyalist is not yet  
worn out. His farms and towns were ravaged,  
while the farms and towns of the enemy were  
held sacred; martial law was proclaimed in  
the loyal Colony of Natal, but not in the  
Cape Colony, where rebellion and sedition  
were rampant; the English inhabitants of  
South Africa are still subject to the Press  
Censor, the Afrikaners may communicate  
with one another as they please; Uitlanders,  
who have fought steadily for the past eighteen  
months, and get their discharge at Johannes-  
burg, are obliged to proceed to the coast, while  
unfriendly foreigners and Boers on parole are  
given passes to return to the Rand; Uitlanders,  
who have fared worse than paupers in England  
for ten years, see any one and every one  
preferred to themselves in repopulating the  
Transvaal. To be a Loyalist in South Africa  
is to be under a ban.

It is not that he has failed to take his part in  
the prosecution of the campaign. Exclusive of  
town-guards, South Africa has put 40,000  
men the field out of a population of 400,000.  
In the siege of Ladysmith, her citizens shared  
the dangers and privations of the garrison, and  
her soldiers in the glory of the defence. At  
Kimberley she did more, inasmuch as her volun-  
teers formed the strength of the garrison. At  
Mafeking, she and General Buller-Powell won  
a triumph in which the whole Empire rejoiced,  
and to her credit of the relief is mainly due.  
The retreat from Dundee was carried out by  
General Dartnell, the Chief of the Natal Police  
Force; General Buller cleared the Cape  
Colony in the rear of Lord Roberts; Colonel  
Dalgely defended Wepener; a few Queenstown  
Volunteers captured the redoubtable Olivier.  
But why go on? The military achievements  
of the Loyalist are worthy of the very best  
traditions of the British Army.

It is, however, the enormous sacrifices South  
Africa has made since the war began which  
entitle her to more consideration than she is  
ever likely to get. England and the other  
Colonies have shared the burden of the war,  
but so also has she, together with suffering all  
its horrors. It is her territory which has been  
ravaged; her citizens who have been ruined;  
her trade which has been paralysed; her  
growth set back for a generation; her women  
and children who are homeless, starving, and  
exposed to hardships of every kind. What  
has England done to recognise these con-  
sequences of her folly? Nothing worthy. There  
is but one object deserving of her gener-  
osity in South Africa, and that is the  
Boer. Her own children, used to all the  
comforts of civilised life, are living in cir-  
cumstances that would shock even the "bijwoner"  
of the veldt. A benevolent Government has  
placed the "bijwoner" in the conditions from  
which the Uitlander has been reduced. Never-  
theless, Mr. Chamberlain assures us that it would  
be a national humiliation if it could be proved  
that we treat the Boers more generously than  
we treat the Loyalists. One would have thought  
that the facts of their situation and Lord  
Milner's speeches did that. But to bring home  
to Ministers the misfortunes of the Loyalists, a  
strong feeling in the electorate is necessary,  
and to excite a strong feeling in the electorate

on behalf of British Colonists a rebellion on  
their part is necessary. As that is an unlikely  
contingency, the humiliation exists, but is not  
felt. If Mr. Chamberlain could have used plain  
language, he would have said that, as the  
country is cold to the sufferings of the Loyalists,  
it is impossible for the Government to do any-  
thing for them. The pro-Boers can obtain  
unheard of generosity for the enemy at the  
expense of the Loyalists; they cannot obtain  
justice. There is thus something of the spirit  
of the unjust judge about our magnani-  
mity to the Boers. But where are our Im-  
perialists? Little Englanders do something  
for their friends; the Imperialists talk about it.

But the Loyalists' almost miraculous patience,  
and stately independence during the past ten  
years, will have their reward. The present  
belongs to the Boer, the future to him. Strange  
as it may appear to the Little Englander, who  
grovels at the feet of his country's enemies, the  
Afrikaners respect British Colonists as they  
do not respect Britons at home. They laugh  
at our magnanimity. They appreciate it in the  
Loyalist, who after suffering twenty years of  
assaults and tyranny at their hands; after two  
years of warfare; after bearing enormous losses  
and privations, shows the moderation becoming  
to our race. As a soldier they place him before  
the Regular, and on an equality with them-  
selves. In truth before the war they despised  
him not as a man, but as an Englishman.  
He, on his side, knows the value of the Afri-  
kaners as an element of the population, who  
will stay on the land. There is thus a basis of  
mutual respect, which is destined to produce  
an excellent understanding between the peoples.  
The settlement depends, not on the wisdom  
of the Home Government, but on the inhabi-  
tants of South Africa. It was not Lord  
Durham who created the Dominion of Canada,  
but Sir John Macdonald, who was respon-  
sible to the Canadian people. South Africa  
must be welded together in the same way,  
and in this great work "the so-called  
Loyalists" to quote one of Mr. Bryce's  
choicest sneers, will take the leading part.  
It is not they, but the Little Englanders,  
who are afraid to face the future with the  
Boer. They do well to be hopeful. A new era  
is about to dawn, in which they will reap the  
reward of their fidelity to the Imperial ideal.  
They will then be no longer Loyalists, but  
Imperialists; the creators of a Confederation  
equal to Canada and Australia.

IMPORTANT BANKING CASE IN  
JAPAN.

In the Osaka (Shiho) Saitansho on the 9th  
inst. the Russo-Chinese Bank was successful  
in the suit brought against the 130th Bank,  
which has been ordered to pay the notes which  
it endorsed, with costs. At the last moment  
efforts were made to induce the Russo-Chinese  
Bank to consent to a delay of judgement, and  
the Chairman of the Osaka Chamber of Com-  
merce went to Kobe with this object, and had  
the assistance of the Chairman of the Kobe  
Chamber. Their efforts were to no purpose,  
however. The Russo-Chinese Bank preferred  
to have the decision of a Japanese lawcourt on  
a question of very great moment to bankers  
generally, and has obtained judgement in full  
for the claim made. The *Kobe Chronicle* says:  
—"The 130th Bank will doubtless appeal,  
though it seems scarcely possible that the case  
will go further. But whatever the ultimate  
settlement may be, the damage to Japanese  
bank integrity by this case is very serious, and  
it will be many a year before it is forgotten  
that a Japanese bank contested payment of the  
notes it had endorsed."

The facts of this case, as set forth in the  
judgement, were as follows:—

The attorney of the plaintiff stated that the  
plaintiff had accepted a promissory note, No.  
12, for the amount of 100,000 yen, issued by  
the Toyokawa Railway Company on the 21st  
February last, and another note, No. 13, also  
for 100,000 yen, issued on the same day, both  
falling due on the 21st August last, which  
notes the defendant had endorsed under the  
date of the 23rd February last. On the day  
of the maturity of the notes the plaintiff  
presented them to the drawer and demanded  
payment, which was refused. On the following  
day the plaintiff made a note of refusal of  
payment and issued on the same day a note of  
demand upon the defendant for the payment of  
the 200,000 yen in question. The defendant  
refused payment. Defendant had pleaded in his  
answer that whereas the place of payment was  
mentioned on each of the notes, the plaintiff  
presented them to the drawer at his place of  
residence and then made a note of refusal at  
that place to pay, and that the procedure thus  
taken was inconsistent with the provisions of  
the law. Plaintiff, however, denied this, but,  
granting that the facts were as stated in  
defendant's plea, the plaintiff, it was clear,  
presented the notes to the drawer at the place  
of his residence, and then made a note of  
refusal to pay at the same place, so that he did  
not omit to take any of the necessary formal-  
ities for the preservation of the right of  
demanding payment of the notes.

For the defence the attorney of the defendant  
stated that while it was not denied that the  
manager of the Nishijin branch of the defen-  
dant's bank endorsed the notes, it was clear  
the notes could not be classed as commercial  
bills duly discounted by the bank and redis-  
counted by the plaintiff's bank, and this fact  
being very well known by the plaintiff, irrespon-  
sibly rested upon defendant to recognise them.  
Secondly, it was urged that on each of the  
notes it was declared that "the money shall be  
paid into the Kobe office of the Russo-Chinese  
Bank," and should be brought there. Thus the  
place of the payment of the money was  
fixed. That being so, the plaintiff ought to  
have presented the notes at the place of pay-  
ment on the day of maturity. As this was not  
done, the plaintiff lost his right of demand-  
ing payment from the defendant as endorser.  
Thirdly, the note of refusal of payment was

made at the place of the drawer's residence,  
whereas the place of payment of the notes in  
this case was specified to be the Kobe office of  
the Russo-Chinese Bank. The note of the  
refusal of payment was therefore clearly invalid.  
Fourthly, that since the note of demand for  
the payment of the notes was based upon an  
invalid note it was equally itself invalid.  
Fifthly, that the representative of the Kobe  
office of the plaintiff's bank was Ka Ei Ben-  
jideru and Ja aru Panche as stated in the  
petition. Yet the note of the demand of pay-  
ment issued by the plaintiff gave the address  
simply as "the Kobe branch of the Russo-  
Chinese Bank," while the name of the repre-  
sentative was different, being given as *Caru*  
*Bewjithatta*. Thus the defendant never received  
any note of demand for payment from the  
plaintiff. Sixthly, the plaintiff maintained  
that he had presented the note of refusal of  
payment made at the place of payment  
and that he had issued the note of demand  
based upon the said note of refusal, and thus  
had not omitted any of the necessary formalities.  
As a matter of fact, however, the note of refusal  
of payment was made on the 21st August, 1901,  
and the note of demand was issued on the 23rd  
of the same month, after the expiration of the  
legal grace given for the purpose. Not only  
this. The purport of the note was to apply to  
the defendant to take steps for demanding pay-  
ment of the notes, and this could not be taken  
as a note of demand for payment, so that the  
plaintiff lost his right in the notes. For these  
reasons, the plaintiff had no legal ground for  
claiming payment of the money on the promis-  
sory notes.

## NOTICE OF FIRM

## NOTICE.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

MR. WILLIAM BASIL DIXON has  
this Day assumed Charge as CHIEF  
MANAGER.

By Order of the Board of Directors,  
R. SHEWAN,  
Chairman.  
Hongkong, 27th September, 1901. [245]

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A.I. A.B.C. and Engineering Codes  
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DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 284 "

DOCK No. 2 (at MUKAJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 63 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE. [156]

## CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE.  
Absolutely Smokeless and Water-resisting  
THE BEST NITRO-POWDER IN THE WORLD.  
PRICE OF 12-BORE CARTRIDGES:—  
Loaded with With Powder  
Powder only, and 1 oz. of Shot.  
Primrose Cases... \$5.55 \$7.49  
Pegamoid Cases... 6.25 8.00  
Ejector Brass Cases... 6.90 8.65  
5 per cent. discount on orders of 1,000 and over.  
Apply to Wm. SCHMIDT & CO.,  
Gunmakers,  
Hongkong.

Hongkong, 27th July, 1897. [1669]

## CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK OF  
ELEY'S and KYNOCH'S SPORT-  
ING CARTRIDGES and NEWCASTLE  
CHILLED SHOT.

20 BORE CARTRIDGES  
16 " "  
12 " "  
10 " "  
8 " "  
Wm. SCHMIDT & CO.,  
Gunsmiths.  
Hongkong, 3rd January, 1901. [121]

A. LING & CO.,  
FURNITURE STORE.

PLATED GLASS & CROCKERY WARE  
Also FOOCHOW LACQUERED WARE.  
FURNITURE on HIRE.

68, QUEEN'S ROAD CENTRAL.  
Hongkong, 1st May, 1901. [1145]

## SIEN TING.

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. [2405]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
visions for Cold Storage at EAST POINT at  
Moderate Rates.

Wm. PARLANE  
Manager.  
Hongkong, 17th February, 1899. [165]

PORTLAND CEMENT  
J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [234]

## JAPAN COALS

THE MITSUI BUSSAN KAISHA  
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.  
LONDON OFFICE:—34, LINN STREET, E.C.  
HONGKONG OFFICE:—4, ICE HOUSE STREET.

## BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Hankow, Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu,  
Nagasaki, Kuchinojima, Susobe, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;  
Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fukuma, Hokoku, Ichinami, Kanada, Kishima, Manzoura, Onoura,  
Otsuji, Tohmyama, Tsubakuro, Yoshinohara, Yoshio, Yumokibara, and other Coal Mines.  
N. INUZUKA, Manager.  
Hongkong, 1st August, 1901. [1331]

CALVERT'S  
CARBOLICTOILET  
SOAP

BEST FOR THE SKIN and  
COMPLEXION.

TOOTH  
POWDER

IS THE BEST DENTAL  
PRESERVATIVE.

Antiseptic, Emollient, Refreshing. Has the Largest Sale of any Dentifrice.

Sold by all Chemists, Stores, &c.

F. C. CALVERT & Co., Manchester, England.

[294-1]

## UNTOUCHED BY HAND.

MELLIN'S  
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

[1503]

PUT LOG CABIN  
IN YOUR PIPE  
& Smoke it.

Manufactured only by LAMBERT & BUTLER LTD., LONDON, ENGLAND. [2653-2]

TRY  
NAVY CUT  
ATC  
A GENTLEMAN'S  
SMOKE  
Supplied in Three Grades.  
Mild Medium & Strong.  
PACKED IN  
AIR TIGHT VACUUM TINS  
MANUFACTURED BY  
THE AMERICAN TOBACCO CO. U.S.A.



[1785]



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, this Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *kw*, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.  
3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. V. PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 26th inst. at Noon.
LONDON	CALCHAS	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 29th inst.
LONDON	CEYLON	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 2nd November at Noon.
LONDON	NESTOR	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 26th November.
LONDON	ACHILLES	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 10th December.
LONDON & ANTWERP VIA MARSEILLES, &c.	AWA MARU	Jap. str.	2 m.	R. Trent	NIPPON YUSEN KAISHA	On 14th Nov. at Daylight.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 15th November.
BREMEN, VIA PORTS OF CALL	IXION	Ger. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 15th November.
HAVRE & HAMBURG	SACHSEN	Ger. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 31st inst. at Noon.
HAVRE, BREMEN & HAMBURG	BAMBERG	Ger. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 2nd November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 16th November.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 30th November.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 14th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 28th December.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUNA	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 11th January.
NEW YORK	MANUEL LLAGUNA	Amr. ship	1 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 24th inst.
NEW YORK VIA SUEZ CANAL	CLAYDALE	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On or about 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	ADANA	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 12th November.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 10th November.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 1st November.
SAN FRANCISCO VIA SHANGHAI, &c.	GLENOGLE	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 29th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	DOLO	Amr. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 5th Nov. at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	NIPPON MARU	Jap. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 26th inst.
AUSTRALIAN PORTS	STRATHGYLE	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 12th November.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On or about 3rd November.
YOKOHAMA VIA SHANGHAI & KOBE	BORNEO	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 25th inst. at Daylight.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 24th inst. at Noon.
NAGASAKI	TOKA MARU	Jap. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	To-day.
TIENTSIN	YAKUO	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 9th November.
SHANGHAI	KWIKIANG	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI & NAGASAKI	GUTHRIE	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
SHANGHAI	LYEEMOON	Ger. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 24th inst. at 3 P.M.
SHANGHAI	PENBROOKSHIRE	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On or about 30th inst.
SHANGHAI	PARRAMATTA	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI	MARZAGON	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
ANPING, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 27th inst.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 24th inst.
TAMU VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	To-day.
AMOI & MANILA	SUNGLANG	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 25th inst. at 5 P.M.
SAMARANG & SOERABAYA	DEVONSHIRE	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 12th November.
MANILA DIRECT	PSILA	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 25th inst. at Noon.
MANILA	YAWATA MARU	Jap. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	On 25th inst. at Noon.
MANILA	CHANGSHA	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	
BOMBAY VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	2 m.	W. Hayward, R.N.E.	BUTTERFIELD & SWIRE	

## SHIPPING.

**ARRIVALS.**  
Oct. 20, ALBA CRAIG, British str., 2,166, E. Robertson, Kutchinotzu 15th Oct. Coal and General.—M. B. KAISHA.  
Oct. 20, CHINA, German str., 1,113, E. Krehben, Manila 17th October.—E. A. TRADING CO.  
Oct. 20, CHOWPA, German str., 1,055, Ad. Musing, Bangkok 11th October, Rice and Wood.—MELCHERS & CO.  
Oct. 20, SUMATRA, British transport, 2,976, G. H. C. Weston, R.N.E., Calcutta 9th October.  
Oct. 21, ANNAM, French str., 2,258, M. Sellier, Marseilles 18th Sept. and Saigon 21st Oct. Mails and General.—MELCHERS & CO.  
Oct. 21, GUTHRIE, British str., 2,500, McArthur, Australia 14th Sept. General.—GIBB, LIVINGSTON & CO.  
Oct. 21, NIPPON, British steamer, 1,961, Pearl, Moji 16th Oct. Coal.—M. B. KAISHA.  
Oct. 21, SHIKANO MARU, Japanese str., 2,064, S. Fujita, Moji 10th October, Coal.—JAPANESE.  
Oct. 21, SUNGLANG, British str., 1,021, Moore, Manila 18th Oct. General.—BUTTERFIELD & SWIRE.  
Oct. 21, TACOMA, British str., 2,811, A. Dixon, Tacoma 14th Aug. General.—DODWELL & CO. LONDON.  
Oct. 21, TOSU MARU, Japanese str., 5,323, S. J. G. Parsons, Seattle 18th Sept. Flour and General.—NIPPON YUSEN KAISHA.  
Oct. 21, THETA, German str., 943, Olberich, Chetoo 16th October, General.—JENSEN & CO.  
Oct. 21, TRYM, Norwegian str., 710, Hans Dall, Amoy 19th Oct. Ballast.—A. R. MARTY.

## CLEARANCES.

At the Harbour Master's Office.  
21st October.  
Feiching, British str., for Canton.  
Hino Maru, Japanese str., for Chetoo.  
Japan, British str., for Shanghai.

## DEPARTURES.

20th October.  
CANTON, British str., for London.  
DAIGI MARU, Japanese str., for Swatow.  
21st October.  
ANNAM, French str., for Shanghai.  
DORRONE, French trpt., for Tonkin.  
FEICHING, British str., for Canton.  
FRILANT, French cruiser, for Yokohama.  
HINO MARU, Japanese str., for Chetoo.  
JAPAN, British str., for Shanghai.  
LAD, French str., for Europe.  
UGANDA, British transport, for Taku.

## VESSELS IN DOCK.

21st October.  
ABERDEEN DOCKS.—  
Kowloon Dock.—Canton River, Elcano, Cebu, H.M.S. Argonaut, Thetis, Esmeralda, Cosmopolitan.—Kagoshima Maru.

## SHIPPING REPORTS.

The German steamer *Chowpa*, from Bangkok 11th inst., had typhoon from the 16th to the 18th and afterwards strong N.E. winds with heavy rain.  
The British steamer *Alba Craig*, from Kutchinotzu 15th inst., had fresh gales and high seas to Turnabout Island; moderating to Breaker Point; thence fresh winds and fine weather to port.  
The British steamer *Guthrie*, from Australia 14th Sept., experienced thoroughly fine weather trip until reaching Manila. Subsequently meeting strong northerly gale with high pyramidal seas breaking over the vessel with considerable violence and drenching her from stern to stern. This probably caused through crossing track of recent typhoon. Barometer remaining steady throughout at 29.90. The swell continued until reaching this port. Wind less violent approaching China coast.

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR ANPING (VIA SWATOW AND AMOY).  
THE Company's Steamship  
"MAIDZURU MARU"  
Captain K. Sudaiki, will be despatched for the above ports on WEDNESDAY, the 30th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 17th October, 1901. [18]

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR FOOCHOW VIA SWATOW AND AMOY.  
THE Company's Steamship  
"ANPING MARU"  
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 23rd October, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 9th October, 1901. [19]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at TIDAL, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
THE Steamship  
"AUSTRALIAN,"  
Captain Helms, will be despatched for the above ports on THURSDAY, the 24th inst., at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 4th October, 1901. [25-26]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"SUISANG,"  
Captain Tadd, will be despatched as above on FRIDAY, the 25th inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 21st October, 1901. [26-27]

NIPPON YUSEN KAISHA.  
FOR MANILA.  
THE Company's Screw Steamship  
"YAWATA MARU,"  
3,873 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 25th inst., at 4 P.M.  
This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
For Freight and Passage, apply to  
A. S. MIHARA, Manager.  
Hongkong, 17th October, 1901. [20-21]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA DIRECT.  
THE Company's Steamship  
"PERLA,"  
Captain J. E. McArthur, will be despatched as above on FRIDAY, the 25th inst., at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 22nd October, 1901. [28-29]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.E., WEDNESDAY, 23rd Oct. 1901  
"TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.E., WEDNESDAY, 6th Nov. 1901  
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.E., WEDNESDAY, 20th Nov. 1901  
"ATHENIAN," 3,882 Tons, Capt. H. Mowatt, WEDNESDAY, 4th Dec. 1901  
"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.E., WEDNESDAY, 18th Dec. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

SPECIAL EXTRA SERVICE.  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steamer. The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent, Pedder's Street.  
Hongkong, 1st October, 1901. [10]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
FOR VICTORIA, B.C. AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOGLE	3,750	W. Frakes	November 1st
CLAYDALE	3,328	J. Barker	November 14th
BRAEMAR	3,901	W. Watt	November 28th
WYFIELD	3,235	G. Cartner	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 252.  
Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 248.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.  
HONGKONG to VICTORIA and TACOMA, 235.  
The best route to the KOOTENAI GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to PIERA and ST. MICHAEL.  
Rates of Passage to other points on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED, General Agents.  
Hongkong, 2nd October, 1901. [11]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	PARRAMATTA	About 26th October	Freight or Passage.
LONDON, &c.	BENGAL	Noon, 26th October	See Special Advertisement.
SHANGHAI	MAZAGON	About 30th October	Freight only.
LONDON	CEYLON	Noon, 2nd November	Freight or Passage.
YOKOHAMA VIA SHANGHAI AND KOBE (Passing through the Inland Sea)	BORNEO	About 3rd November	Freight or Passage.

PASSENGER SEASON 1902.  
For MARSEILLES, PLYMOUTH, and LONDON DIRECT, ORIENTAL, 5,234 Tons, 29th March.  
Without Transshipment, MALTA, 6,064 Tons, 12th April.  
For Further Particulars, apply to  
H. A. RITCHIE, Superintendent.

Hongkong, 14th October, 1901.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSU MARU	NAGASAKI	THURSDAY, 24th October, at Noon.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 25th October, at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY VIA SINGAPORE and COLOMBO	FRIDAY, 25th October, at Noon.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, PENANG and BRISBANE	FRIDAY, 25th October, at 4 P.M.
AWA MARU	LONDON and ANTWERP, via MARSEILLES, SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st November, at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.  
A. S. MIHARA, Manager.  
Hongkong, 23rd September, 1901. [13]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, Tientsin, GZOWA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG	HAVRE & HAMBURG	On 2nd Nov. Freight.
Capt. Zurbornsen	(Calling at Singapore and Colombo)	
SEGVOIA	HAVRE, BREMEN & HAMBURG	On 16th Nov. Freight.
Capt. Foerck	(Calling at Singapore and Penang)	
MARBURG	HAVRE & HAMBURG	On 30th Nov. Freight.
Capt. Zacharias	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE & HAMBURG	On 14th Dec. Freight.
Capt. Borek	(Calling at Singapore and Penang)	
NUERNBERG	HAVRE & HAMBURG	On 28th Dec. Freight.
Capt. Mayer	(Calling at Singapore and Colombo)	
SERBIA	HAVRE & HAMBURG	On 11th Jan. Freight.
Capt. Brehmer	(Calling at Singapore and Penang)	

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [10-11]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON and SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL BLACK SEA PORTS.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SACHSEN	THURSDAY, 31st October
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 15th November
BAYERN	WEDNESDAY, 29th November
STUTTGART	WEDNESDAY, 14th December
KONIG ALBERT	WEDNESDAY, 23rd December
PRINZESS IRENE	WEDNESDAY, 30th Dec. 1901
PRINZ HEINRICH	WEDNESDAY, 22nd Jan. 1902
PREUSSEN	WEDNESDAY, 5th Feb. 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 19th Feb. 1902
SACHSEN	WEDNESDAY, 5th Mar. 1902

ON THURSDAY, the 31st day of October, 1901, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain W. Frakes, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAGASAKI, KOBE, SHANGHAI, and PENANG. Shipping Orders will be granted till Noon on TUESDAY, the 29th October. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 30th October, and will be received at the Agency's Office until Noon on WEDNESDAY, the 30th October. Contents of Packages are required. No Parcel Receipts will be signed for parcels over 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD, MELCHERS & CO., AGENTS.  
Hongkong, 17th October, 1901. [9]

## NOT RESPONSIBLE FOR DEBTS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to  
DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"MACHAON"	On 25th October.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 26th October.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 28th November.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 15th November.
GLASGOW and LIVERPOOL...	"IXION"	On 21st November.
HOMEWARDS.	TO SAIL.	
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LONDON	"ACHILLES"	On 10th December.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.
LIVERPOOL DIRECT	"IXION"	On 15th December.

The S.S. "MACHAON" left Singapore for this port on the 19th inst., at Noon, and may be expected here on the 25th inst.  
The S.S. "PROMETHEUS" left Singapore for this port on the 20th inst., and may be expected here on the 26th inst.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co. [15]

CHINA NAVIGATION CO.,  
LIMITED.

FROM	STEAMERS	TO SAIL.
SAMARANG and SOERABAYA	"DEVONSHIRE"	On 22nd Octob.
TIENTSIN	"PAKHOT"	On 22nd Octob.
AMOI and MANILA	"SUNGKIANG"	On 24th Octob.
TIENTSIN	"KWEIYANG"	On 9th November.
MANILA	"CHANGSHA"	On 12th November.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS. [16]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FRANKFORT, GULF, CONTINENTAL AND AMERICAN PORTS.

"BENGAL"  
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 26th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
H. A. BITCHIE,  
Superintendent.  
Hongkong, 14th October, 1901. [1]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHEFSON, TOPEKA AND SANTA FE  
RAILROAD CO.  
PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.  
THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "STRATHGYLE" On 26th October.  
S.S. "KAYVEN" On 20th November.  
S.S. "THEVA" On 15th December.

The Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJIL, KOBE and YOKOHAMA on SATURDAY, the 26th October.

Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.  
Consular Invoices, to accompany Cargo, destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, China and Japan.  
Hongkong, 18th October, 1901. [14]

REGULAR STEAMSHIP SERVICE TO  
NEW YORK.

VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
"SATSUMA" On 26th October.  
"KURDISTAN" On 15th November.  
"LENNOX" On 20th November.  
"RICHMOND CASTLE" End of November.  
"ORONSAY" On 15th December.  
"HILGLEN" On 15th December.

"LOWTHER CASTLE"  
For Freight and further information, apply to  
DODD & CO., LD.,  
Agents.  
Hongkong, 4th October, 1901. [1739]

UNITED STATES AND CHINA JAPAN  
STEAMSHIP LINE.

(ROR. M. BROWN & CO., HAMBURG.)  
FOR NEW YORK  
The full-powered Steamship  
"CLAYDALE"  
will be despatched for the above port on the 12th November.  
For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 5th October, 1901. [2385]

VESSELS ON THE BERTH.  
U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY,	29th October, at Noon.
"PERU"	TUESDAY,	12th November, at Noon.
"COPTIC"	WEDNESDAY,	20th November, at Noon.
"CITY OF PEKING"	SATURDAY,	7th December, at Noon.
"GAELIC"	SATURDAY,	14th December, at Noon.
"CHINA"	TUESDAY,	31st December, at Noon.

THE O. & O. S.S. Co's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from Hongkong to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.  
GEO. ECKLEY,  
ACTING AGENT.  
Hongkong, 18th October, 1901. [3-4]

SHEWAN TOMES & CO.'S NEW YORK  
LINE.

FOR NEW YORK VIA SUEZ CANAL.  
The Steamship  
"ADANA"  
will be despatched for the above port on or about 5th November, 1901.  
To be followed by the Steamship  
"ASAMA"  
on or about 15th December, 1901.  
For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 21st October, 1901. [2683]

FOR NEW YORK  
THE 3/4 A II American Ship

"MANUEL LLAGUNO"  
will load during October, sailing about 25th October.  
For Freight, apply to  
SHEWAN, TOMES & CO.  
Hongkong, 11th July, 1901. [175]

HONGKONG.  
STEAMERS.

Ailsa Craig, Brit. str., 2,168, Robertson, Oct. 20.  
M. B. Kaisha  
Ariake Maru, Jap. str., 2,900, Tassaka, Oct. 18.  
M. B. Kaisha  
Baker Standard, Brit. str., 3,275, Tucker, Oct. 18.  
Mayer & Co.  
Bannockburn, British str., 1,935, Wallace, Oct. 16.  
Gibb, Livingston & Co.  
Bygde, Norwegian str., 771, Carlsen, Oct. 9.  
Sander, Weller & Co.  
Cassius, German str., 1,493, Gerlach, Oct. 20.  
Siemssen & Co.  
Cebu, Amr. str., 648, Inohusgarri, Sept. 29.  
Brandao & Co.  
Chae, Boyvan, Brit. str., 1,292, Smith, Sept. 8.  
Japanes  
China, German str., 1,113, Krehben, Oct. 20.  
East Asiatic Trading Co., Ltd.  
Chow, German str., 1,055, Musang, Oct. 20.  
Melchers & Co.  
Dorchester, British str., 1,254, Conill, Oct. 17.  
Butterfield & Swire  
Derwongse, Ger. str., 1,057, Textor, Oct. 10.  
Butterfield & Swire  
Dordogne, French str., 3,723, Vediane, Oct. 18.  
Messageries Maritimes  
Doric, British str., 4,575, Smith, Oct. 18.  
O. & O. S. S. Co.  
Elcano, American str., 510, Altonaze, Sept. 3.  
Brandao & Co.  
Elsa, German steamer, 903, Ricks, Oct. 13.  
Chinese  
Empress of China, Brit. str., 3,003, Arohild, Oct. 1.  
C. P. R. Co.  
Esmeralda, British str., 996, McGinty, Oct. 20.  
Butterfield & Swire  
Glenloch, British steamer, 1,834, Bainbridge, Oct. 19.  
Chinese  
Glenochester City, British str., 1,409, Nilson, Oct. 13.  
Order  
Guthrie, British str., 2,500, McArthur, Oct. 21.  
Gibb, Livingston & Co.  
Haining, British str., 1,376, Davis, Oct. 19.  
Douglas Laprak & Co.  
Independent, German str., 871, Holts, Oct. 18.  
Sander, Weller & Co.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.  
GEO. ECKLEY,  
ACTING AGENT.  
Hongkong, 18th October, 1901. [5]

Decide, French gunboat, 600 tons, 6 guns, Capt. Leany, at Hongkong.  
D'Entrecasteaux, French flagship, 14 guns, 13,500 h.p., Capt. D. du Tournel, Bangkok.  
Descazes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, on Yangtze.  
Dimitri Donosky, Russian armoured cruiser, 5,833 tons, 14 guns, 7,000 h.p., Comdr. Sharen, at Port Arthur.  
Don Juan de Austria, American gunboat, Com. Bowman, at Manila.  
Edouard, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku.  
Elba, Italian cruiser, 18 guns, Capt. Cassella, at Nagasaki.  
Fiermosca, Italian cruiser, 4,000 tons, Capt. Gagliardi, at Nagasaki.  
Friant, French cruiser, 3,900 tons, Capt. Adam, en route Yokohama.  
Furst Bismarck, German flagship, Vice-Admiral Bendemann, 11,000 tons, 36 guns, Capt. Graf Molke, at Nagasaki.  
Guidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Sorbrenhoff, at Taku.  
Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Baner, at Canton.  
General Alava, American gunboat, 1,800 tons, Lieut.-Comdr. W. F. Halsey, at Manila.  
Grenatichy, Russian gunboat, 1,492 tons, 3 guns, 2,500 h.p., Capt. Smimoff, at Shanghai.  
Gronchok, Russian battleship, 12,433 tons, 26 guns, 14,500 h.p., at Nagasaki.  
Guichen, French cruiser, 3,200 tons, Capt. De Surry, at Nagasaki.  
Hansa, German cruiser, Rear-Admiral Kirchhoff, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.  
Helena, American gunboat, 8 guns, 1,998 h.p., Comdr. R. R. Ingersoll, at Nagasaki.  
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesdon, at Canton.  
Ilia, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Schamer, at Canton.  
Isla de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila.  
Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Tongku.  
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gillich, at Nagasaki.  
Kerak, American battleship, 11,500 tons, Capt. C. H. Stockton, at Yokohama.  
Kerak, French gun-boat, 13 guns, 2,200 h.p., Captain de la Motte du Portail, at Saigon.  
Koravetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Billmann, at Taku.  
Lion, French gunboat, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Nagasaki.  
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Deshardat, at Shanghai.  
Mandarin, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kacholoff, at Newchwang.  
Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila.  
Maria Theresa, Austrian cruiser, 5,900 tons, 30 guns, Capt. Cosulich, at Nagasaki.  
Meadbrook, American double-turret monitor, 4,000 tons, 12 guns, 4,050 h.p., Capt. Speyers, at Canton.  
Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. E. M. Wino, at Taku.  
Montevideo, American monitor, Capt. G. W. Egan, en route Shanghai.  
Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Bleskiesoff, at Nagasaki.  
New York, American flagship, 8,200 tons, 24 guns, Capt. M. R. S. Mackenzie, at Cavite.  
New Orleans, American cruiser, Lieut.-Comdr. Sperry, at Shanghai.  
Nive, French cruiser, 6,000 tons, Capt. Morazan, at Taku.  
Oleg, French gunboat, on the Yangtze.  
Osweguy, Russian gunboat, 1,400 tons, 12 guns, 2,500 h.p., Capt. Jensen, at Paooh.  
Pascot, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Taku.  
Petrel, American gunboat, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.  
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevas at Yokohama.  
Polstava, Russian battleship, 11,000 tons, Capt. Orgeroff, at Nagasaki.  
Princeton, American gunboat, 6 guns, 800 h.p., Comdr. J. R. Selfridge, at Taku.  
Raznok, Russian cruiser, 1,329 tons, 10 guns, Capt. —, at Redoubtable.  
Redoubtable, French cruiser, 9,437 tons, 8 guns, 6,071 h.p., Capt. Neny, at Nagasaki.  
Rosa, Russian cruiser, 12,200 tons, 28 guns, 14,500 h.p., Capt. Sepelrennippoff, at Naassaki.  
Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Taku.  
Schwalbe, German cruiser, 1,120 tons, 8 guns, 1,800 h.p., Comdr. R. Bornert, at Shanghai.  
Seeadler, German cruiser, 1,640 tons, 8 guns, 2,800 h.p., Comdr. Schack, at Taku.  
Sevastopol, Russian battleship, 10,900 tons, Capt. Maleusky, at Nagasaki.  
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barrenoff, at Port Arthur.  
Sissoi Veliky, Russian battleship, 14 guns, 8,500 h.p., Capt. Mollos, at Taku.  
Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soubatin, at Taku.  
Styr, French cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
Surprise, French gunboat, 2 guns, 900 h.p., Capt. Monnet, at Nagasaki.  
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Hankow.  
Vanban, French cruiser, 11 guns, 4,560 h.p., Capt. Boutet, at Kwang-chow-wan.  
Vettor Pisani, Italian cruiser, 6,000 tons, 18 guns, Capt. Negri, at Nagasaki.  
Vicksburg, American gunboat, 1,000 tons, 10 guns, 1,118 h.p., Comdr. E. B. Barry, at sea.  
Viper, French gunboat, Lieut. Glon del Vil, on duty at Foochow.  
Vladimir, Russian cruiser, 1,500 tons, 18 guns, Capt. Zezi, at Nagasaki.  
Vladimir Monomach, Russian cruiser, 16 guns, 1,801 h.p., Comdr. W. Swift, Manila.  
Zabitzke, Russian cruiser, 1,230 tons, 20 guns, 1,194 h.p., Comdr. Shkruff, at Nagasaki.  
Zaire, Portuguese gunboat, 605, Capt. Millo, at Macao.

General Alava, American gunboat, 1,800 tons, Lieut.-Comdr. W. F. Halsey, at Manila.  
Grenatichy, Russian gunboat, 1,492 tons, 3 guns, 2,500 h.p., Capt. Smimoff, at Shanghai.  
Gronchok, Russian battleship, 12,433 tons, 26 guns, 14,500 h.p., at Nagasaki.  
Guichen, French cruiser, 3,200 tons, Capt. De Surry, at Nagasaki.  
Hansa, German cruiser, Rear-Admiral Kirchhoff, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.  
Helena, American gunboat, 8 guns, 1,998 h.p., Comdr. R. R. Ingersoll, at Nagasaki.  
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesdon, at Canton.  
Ilia, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Schamer, at Canton.  
Isla de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila.  
Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Tongku.  
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gillich, at Nagasaki.  
Kerak, American battleship, 11,500 tons, Capt. C. H. Stockton, at Yokohama.  
Kerak, French gun-boat, 13 guns, 2,200 h.p., Captain de la Motte du Portail, at Saigon.  
Koravetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Billmann, at Taku.  
Lion, French gunboat, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Nagasaki.  
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Deshardat, at Shanghai.  
Mandarin, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kacholoff, at Newchwang.  
Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila.  
Maria Theresa, Austrian cruiser, 5,900 tons, 30 guns, Capt. Cosulich, at Nagasaki.  
Meadbrook, American double-turret monitor, 4,000 tons, 12 guns, 4,050 h.p., Capt. Speyers, at Canton.  
Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. E. M. Wino, at Taku.  
Montevideo, American monitor, Capt. G. W. Egan, en route Shanghai.  
Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Bleskiesoff, at Nagasaki.  
New York, American flagship, 8,200 tons, 24 guns, Capt. M. R. S. Mackenzie, at Cavite.  
New Orleans, American cruiser, Lieut.-Comdr. Sperry, at Shanghai.  
Nive, French cruiser, 6,000 tons, Capt. Morazan, at Taku.  
Oleg, French gunboat, on the Yangtze.  
Osweguy, Russian gunboat, 1,400 tons, 12 guns, 2,500 h.p., Capt. Jensen, at Paooh.  
Pascot, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Taku.  
Petrel, American gunboat, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.  
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevas at Yokohama.  
Polstava, Russian battleship, 11,000 tons, Capt. Orgeroff, at Nagasaki.  
Princeton, American gunboat, 6 guns, 800 h.p., Comdr. J. R. Selfridge, at Taku.  
Raznok, Russian cruiser, 1,329 tons, 10 guns, Capt. —, at Redoubtable.  
Redoubtable, French cruiser, 9,437 tons, 8 guns, 6,071 h.p., Capt. Neny, at Nagasaki.  
Rosa, Russian cruiser, 12,200 tons, 28 guns, 14,500 h.p., Capt. Sepelrennippoff, at Naassaki.  
Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Taku.  
Schwalbe, German cruiser, 1,120 tons, 8 guns, 1,800 h.p., Comdr. R. Bornert, at Shanghai.  
Seeadler, German cruiser, 1,640 tons, 8 guns, 2,800 h.p., Comdr. Schack, at Taku.  
Sevastopol, Russian battleship, 10,900 tons, Capt. Maleusky, at Nagasaki.  
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barrenoff, at Port Arthur.  
Sissoi Veliky, Russian battleship, 14 guns, 8,500 h.p., Capt. Mollos, at Taku.  
Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soubatin, at Taku.  
Styr, French cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
Surprise, French gunboat, 2 guns, 900 h.p., Capt. Monnet, at Nagasaki.  
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Hankow.  
Vanban, French cruiser, 11 guns, 4,560 h.p., Capt. Boutet, at Kwang-chow-wan.  
Vettor Pisani, Italian cruiser, 6,000 tons, 18 guns, Capt. Negri, at Nagasaki.  
Vicksburg, American gunboat, 1,000 tons, 10 guns, 1,118 h.p., Comdr. E. B. Barry, at sea.  
Viper, French gunboat, Lieut. Glon del Vil, on duty at Foochow.  
Vladimir, Russian cruiser, 1,500 tons, 18 guns, Capt. Zezi, at Nagasaki.  
Vladimir Monomach, Russian cruiser, 16 guns, 1,801 h.p., Comdr. W. Swift, Manila.  
Zabitzke, Russian cruiser, 1,230 tons, 20 guns, 1,194 h.p., Comdr. Shkruff, at Nagasaki.  
Zaire, Portuguese gunboat, 605, Capt. Millo, at Macao.

General Alava, American gunboat, 1,800 tons, Lieut.-Comdr. W. F. Halsey, at Manila.  
Grenatichy, Russian gunboat, 1,492 tons, 3 guns, 2,500 h.p., Capt. Smimoff, at Shanghai.  
Gronchok, Russian battleship, 12,433 tons, 26 guns, 14,500 h.p., at Nagasaki.  
Guichen, French cruiser, 3,200 tons, Capt. De Surry, at Nagasaki.  
Hansa, German cruiser, Rear-Admiral Kirchhoff, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.  
Helena, American gunboat, 8 guns, 1,998 h.p., Comdr. R. R. Ingersoll, at Nagasaki.  
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesdon, at Canton.  
Ilia, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Schamer, at Canton.  
Isla de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila.  
Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Tongku.  
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gillich, at Nagasaki.  
Kerak, American battleship, 11,500 tons, Capt. C. H. Stockton, at Yokohama.  
Kerak, French gun-boat, 13 guns, 2,200 h.p., Captain de la Motte du Portail, at Saigon.  
Koravetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Billmann, at Taku.  
Lion, French gunboat, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Nagasaki.  
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Deshardat, at Shanghai.  
Mandarin, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kacholoff, at Newchwang.  
Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila.  
Maria Theresa, Austrian cruiser, 5,900 tons, 30 guns, Capt. Cosulich, at Nagasaki.  
Meadbrook, American double-turret monitor, 4,000 tons, 12 guns, 4,050 h.p., Capt. Speyers, at Canton.  
Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. E. M. Wino, at Taku.  
Montevideo, American monitor, Capt. G. W. Egan, en route Shanghai.  
Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Bleskiesoff, at Nagasaki.  
New York, American flagship, 8,200 tons, 24 guns, Capt. M. R. S. Mackenzie, at Cavite.  
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Oleg, French gunboat, on the Yangtze.  
Osweguy, Russian gunboat, 1,400 tons, 12 guns, 2,500 h.p., Capt. Jensen, at Paooh.  
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Redoubtable, French cruiser, 9,437 tons, 8 guns, 6,071 h.p., Capt. Neny, at Nagasaki.  
Rosa, Russian cruiser, 12,200 tons, 28 guns, 14,500 h.p., Capt. Sepelrennippoff, at Naassaki.  
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Sevastopol, Russian battleship, 10,900 tons, Capt. Maleusky, at Nagasaki.  
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barrenoff, at Port Arthur.  
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Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soubatin, at Taku.  
Styr, French cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
Surprise, French gunboat, 2 guns, 900 h.p., Capt. Monnet, at Nagasaki.  
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Hankow.  
Vanban, French cruiser, 11 guns, 4,560 h.p., Capt. Boutet, at Kwang-chow-wan.  
Vettor Pisani, Italian cruiser, 6,000 tons, 18 guns, Capt. Negri, at Nagasaki.  
Vicksburg, American gunboat, 1,000 tons, 10 guns, 1,118 h.p., Comdr. E. B. Barry, at sea.  
Viper, French gunboat, Lieut. Glon del Vil, on duty at Foochow.  
Vladimir, Russian cruiser, 1,500 tons, 18 guns, Capt. Zezi, at Nagasaki.  
Vladimir Monomach, Russian cruiser, 16 guns, 1,801 h.p., Comdr. W. Swift, Manila.  
Zabitzke, Russian cruiser, 1,230 tons, 20 guns, 1,194 h.p., Comdr. Shkruff, at Nagasaki.  
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Gronchok, Russian battleship, 12,433 tons, 26 guns, 14,500 h.p., at Nagasaki.  
Guichen, French cruiser, 3,200 tons, Capt. De Surry, at Nagasaki.  
Hansa, German cruiser, Rear-Admiral Kirchhoff, 6,800 tons, 30 guns, Capt. Paschen, at Woos



## POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Bengal*, will close at 3 p.m., on Friday, the 25th inst. The *Nippon Maru*, with the American Mail of the 17th ult., left Yokohama on Thursday, the 17th inst., at daylight, and may be expected here on or about Thursday, the 24th inst. The *Paromatta*, with the English Mail of the 27th ult., left Singapore on Sunday, the 20th inst., at noon, and may be expected here on or about Friday, the 25th inst. This Packet brings replies to letters despatched from Hongkong on 28th August.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hankow	Tuesday, 22nd, 7.30 A.M.
Haiphong	Tyng	Tuesday, 22nd, 8.00 A.M.
Swatow, Singapore and Bangkok	Rejoberi	Tuesday, 22nd, 9.00 A.M.
Shanghai	Pubhoi	Tuesday, 22nd, 11.00 A.M.
Macao	Guthrie	Tuesday, 22nd, 11.00 A.M.
Kumchuk and Samshui	Huangshan	Tuesday, 22nd, 1.15 P.M.
Yokohama and Kobe	Tungkong	Tuesday, 22nd, 3.00 P.M.
Samarang and Sourabaya	M. Dequechem	Tuesday, 22nd, 4.00 P.M.
Canton	Dequechem	Tuesday, 22nd, 4.00 P.M.
Singapore, Samarang and Sourabaya	Onsany	Tuesday, 22nd, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Shanghai, Amoy and Manila. Singapore, Penang and Calcutta. Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.

EUROPE, &c., India via Tutuorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

EUROPE, &c., India via Tutuorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Singapore, Shanghai, Moji, Kobe, Yokohama, Vancouver and Victoria, B.C.

TO-DAY. Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 11 a.m. Omega Baptist, Union Church, by Mr. Geo. Grimbie, 5.30 p.m. TO-MORROW. Meeting, Hongkong Club, 5 p.m.

## COMMERCIAL CLOSING QUOTATIONS.

On LONDON.	21st October.
Telegraphic Transfer	110 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credit, at 4 months sight	111 1/2
Documentary Bills, at 4 months sight	111 1/2
ON PARIS.	21st October.
Bank Bills, on demand	241 1/2
Bank Bills, at 4 months sight	241 1/2
ON GERMANY.	21st October.
On demand	1.95 1/2
ON NEW YORK.	21st October.
Bank Bills, on demand	46 1/2
Credit, at 4 months sight	47 1/2
ON BOMBAY.	21st October.
Telegraphic Transfer	143 1/2
Bank, on demand	143 1/2
ON CALCUTTA.	21st October.
Telegraphic Transfer	143 1/2
Bank, on demand	143 1/2
ON SHANGHAI.	21st October.
Bank, at sight	73 1/2
Private, 30 days sight	73 1/2
ON YOKOHAMA.	21st October.
On demand	6 p.m.
ON MANILA.	21st October.
On demand	4 p.m.
ON SINGAPORE.	21st October.
On demand	4 p.m.
ON BATAVIA.	21st October.
On demand	116 1/2
ON HONGKONG.	21st October.
On demand	14 p.m.
ON SATEO.	21st October.
On demand	1 p.m.
ON HONGKONG.	21st October.
On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.33
GOLD DRAWS, 100 lbs. per ton	\$53.60
BAR SILVER, per oz.	26 1/2

## OPTUM.

Quotations are—	Allow no net to carry.
Malwa Old	\$900 to \$910 per picul.
Malwa New	\$820 to \$830
Malwa Old	\$820 to \$830
Malwa New	\$820 to \$830
Malwa Old	\$820 to \$830
Malwa New	\$820 to \$830
Malwa Old	\$820 to \$830
Malwa New	\$820 to \$830
Malwa Old	\$820 to \$830
Malwa New	\$820 to \$830

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
The O. & O. steamer *Doric*, with mails, &c., left Shanghai for this port on the 16th inst., at 1 p.m.  
The T.K.K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 17th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 17th inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.  
The P.M. steamer *Pera*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 18th inst.  
The O. & O. steamer *Coptic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 15th inst.  
**THE ENGLISH MAIL.**  
The P. & O. steamer *Paromatta* left Singapore for this port on the 20th inst., at noon, with the outward English mails, and is due here on the 25th inst., at about 4 p.m.  
**THE INDIAN MAIL.**  
The steamer *Ararat* from Calcutta, left Singapore for this port on the 20th inst., at daylight.  
**THE GERMAN MAIL.**  
The Imperial German Mail steamer *Bayern*, carrying the German mails with dates from Berlin of the 20th ult., left Colombo on the 19th inst., p.m., and may be expected here on or about the 20th inst.

## JOINT STOCK SHARES.

Hongkong, 21st October.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & S'ha.	\$125	\$620.
China & Japan, ordy.	43	150 1/2, 150.
Nat'l. Bank of China	41	45, 50.
A. Shares	28	\$29, sellers
B. Shares	28	\$28, sellers
Bull's Head Co., Ltd.	41	\$10, buyers
China-Borneo Co., Ltd.	10	\$10, 11.
China Light and	10	\$30, nominal
Power Co., Ltd.	10	\$30, buyers
China Iron, L. & M.	10	\$30, buyers
China Sugar	10	\$100, buyers
Cable Companies	500	\$500, nominal
Alumina, Ltd.	50	\$50, nominal
Philippine Tobacco	50	\$50, nominal
Trust Co., Ltd.	50	\$50, nominal
Cotton Mills	10	\$10, buyers
International	10	\$10, buyers
Loan Kong Mow	10	\$10, buyers
Soyabean	10	\$10, buyers
Yahloong	10	\$10, buyers
Hongkong	10	\$10, buyers
Dairy Farm	10	\$10, buyers
Penwick & Co., Ltd.	10	\$10, buyers
Green Island Cement	10	\$10, buyers
H. & C. Baker	10	\$10, buyers
Hongkong & C.	10	\$10, buyers
Hongkong Electric	10	\$10, buyers
H. H. L. Tramways	10	\$10, buyers
Hk. Steam Water	10	\$10, buyers
boat Co., Ltd.	10	\$10, buyers
Hongkong Hotel	10	\$10, buyers
H. & K. Wharf & G.	10	\$10, buyers
Hongkong Rope	10	\$10, buyers
H. & W. Dock	10	\$10, buyers
Insurance	10	\$10, buyers
Canton	10	\$10, buyers
China Fire	10	\$10, buyers
China Traders	10	\$10, buyers
Hongkong Fire	10	\$10, buyers
North China	10	\$10, buyers
Union	10	\$10, buyers
Yankee	10	\$10, buyers
Land and Building	10	\$10, buyers
Hongkong Land Inv.	10	\$10, buyers
Humphreys Estate	10	\$10, buyers
Kowloon Land & E.	10	\$10, buyers
West Point Building	10	\$10, buyers
Manila Sugar	10	\$10, buyers
Manila Invest. Co., Ltd.	10	\$10, buyers
Manila	10	\$10, buyers
Charbonnages	10	\$10, buyers
Jebeu	10	\$10, buyers
Queen's Mines, Ltd.	10	\$10, buyers
Oliver's Mines, Ltd.	10	\$10, buyers
Do.	10	\$10, buyers
Punjab	10	\$10, buyers
Do.	10	\$10, buyers
New Amoy Dock	10	\$10, buyers
Oriental Hotel, Manila	10	\$10, buyers
Powell, Ltd.	10	\$10, buyers
Robinson Piano Co., Ltd.	10	\$10, buyers
Steamship Co.	10	\$10, buyers
China and Manila	10	\$10, buyers
China Mutual Prof.	10	\$10, buyers
China Ordinary	10	\$10, buyers
Do.	10	\$10, buyers
Douglas Steamship	10	\$10, buyers
H. Canton and M.	10	\$10, buyers
Shanghai S. N.	10	\$10, buyers
Shanghai S. N.	10	\$10, buyers
Star Ferry	10	\$10, buyers
Tebuau Planting Co.	10	\$10, buyers
United Asbestos	10	\$10, buyers
Do.	10	\$10, buyers
Universal Trading	10	\$10, buyers
Co., Ltd.	10	\$10, buyers
Wanchai Warehouse	10	\$10, buyers
Watkins, Ltd.	10	\$10, buyers
Watson & Co., A.S.	10	\$10, buyers

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 20th OCTOBER, P.M.

STATION.	Hour.	Barom.	Wind.	Temp.	Humid.	Cloud.	Weather.
Vladivostok	2 p.	30.32	SE	58	85	10	1
Tokyo	2 p.	30.32	SE	58	85	10	1
Kobe	2 p.	30.32	SE	58	85	10	1
Nagasaki	2 p.	30.32	SE	58	85	10	1
Kanagawa	2 p.	30.32	SE	58	85	10	1
Yokohama	2 p.	30.32	SE	58	85	10	1
Shanghai	2 p.	30.32	SE	58	85	10	1
Amoy	2 p.	30.32	SE	58	85	10	1
Swatow	2 p.	30.32	SE	58	85	10	1
Canton	2 p.	30.32	SE	58	85	10	1
Hongkong	2 p.	30.32	SE	58	85	10	1
Yokohama	2 p.	30.32	SE	58	85	10	1
Nagasaki	2 p.	30.32	SE	58	85	10	1
Kanagawa	2 p.	30.32	SE	58	85	10	1
Yokohama	2 p.	30.32	SE	58	85	10	1
Shanghai	2 p.	30.32	SE	58	85	10	1
Amoy	2 p.	30.32	SE	58	85	10	1
Swatow	2 p.	30.32	SE	58	85	10	1
Canton	2 p.	30.32	SE	58	85	10	1
Hongkong	2 p.	30.32	SE	58	85	10	1

## PASSENGERS.

ARRIVED.

DEPARTED.

PASSENGERS.

ARRIVED.

DEPARTED.

PASSENGERS.

ARRIVED.

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PASSENGERS.

ARRIVED.

DEPARTED.

PASSENGERS.

ARRIVED.

DEPARTED.

PASSENGERS.

## VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. W. H. Anderson	Mr. N. Lazarus
Mr. D. A. Andrews	Major R. P. Littledale
Mr. H. Arnold	Mr. E. E.
Mr. M. Arts	Mr. Gordon MacKie
Mr. W. S. Bailey	Captain and Mrs. E. E.
Mr. Bakewell	Mr. J. F. Mac-
Mr. B. J. Barlow	Mr. J. F. Mac-
Mr. F. C. Barlow	Mr. J. F. Mac-
Mr. O. Butt	Mr. J. F. Mac-
Dr. H. W. Bayly	Mr. J. F. Mac-
Mr. J. Bell	Mr. J. F. Mac-
Dr. Beninger	Mr. J. F. Mac-
Mr. J. Black	Mr. J. F. Mac-
Mr. A. Bonner	Mr. J. F. Mac-
Major and Mrs. W. B.	Mr. J. F. Mac-
Brown, R.E., and 3	Mr. J. F. Mac-
children	Mr. J. F. Mac-
Mr. Buntor	Mr. J. F. Mac-
Major Buttanshaw	Mr. J. F. Mac-
Mr. D. H. Cameron	Mr. J. F. Mac-
Mr. W. Church	Mr. J. F. Mac-
Dr. F. Clarke	Mr. J. F. Mac-
Mr. G. E. Cole	Mr. J. F. Mac-
Mr. J. S. J. J. J.	Mr. J. F. Mac-
Col. Conde	Mr. J. F. Mac-
Mr. H. E. Concy	Mr. J. F. Mac-
Mrs. Davies and child	Mr. J. F. Mac-
Mr. P. C. Donrocho	Mr. J. F. Mac-
Mr. Devillies	Mr. J. F. Mac-
Mr. G. M. Discombe	Mr. J. F. Mac-
Major D. D. D.	Mr. J. F. Mac-
Capt. & Mrs. Dunford	Mr. J. F. Mac-
and child	Mr. J. F. Mac-
Major P. S. Dyson	Mr. J. F. Mac-
Mr. F. W. Edwards	Mr. J. F. Mac-
Mr. F. W. Edwards	Mr. J. F. Mac-
Mr. C. D. Finlay	Mr. J. F. Mac-
Mr. Kennedy Gibson	Mr. J. F. Mac-
Mr. C. Glover	Mr. J. F. Mac-
Mr. E. Goggin	Mr. J. F. Mac-
Mr. John Grant	Mr. J. F. Mac-
Mrs. Hamilton	Mr. J. F. Mac-
Mr. B. E. Hanson	Mr. J. F. Mac-
Mr. J. A. Hawkins	Mr. J. F. Mac-
Mr. G. H. Harkford	Mr. J. F. Mac-
Mr. W. K. Harkford	Mr. J. F. Mac-
Mr. A. N. Huke	Mr. J. F. Mac-
Capt. Innes	Mr. J. F. Mac-
Mrs. J. Innes	Mr. J. F. Mac-
Mr. J. A. Irving	Mr. J. F. Mac-
Mr. H. Isomura	Mr. J. F. Mac-
Mr. H. Jaeger	Mr. J. F. Mac-
Mr. & Mrs. E. Johnson	Mr. J. F. Mac-
Mr. & Mrs. E. Joseph	Mr. J. F. Mac-
Mr. E. A. Katsch	Mr. J. F. Mac-
Mr. & Mrs. F. Kiese	Mr. J. F. Mac-
Major H. S. King	Mr. J. F. Mac-
Mr. W. K. King	Mr. J. F. Mac-

## WING CHEONG.

Dealers in

JEWELRY, PEARLS, DIAMONDS,

CURIOS, JADESTONE ORNAMENTS,

BRONZES AND CARVED IVORY WARE,

FINE SILKS AND GRASSCOATS,

General Exporters of

ANISEED AND CASSIA OILS,

&amp;c., &amp;c., Stock always on hand.

An inspection is respectfully solicited.

Note—We have to announce that we also

Buy all kinds of Curries at Moderate Prices.

1 &amp; 3, D'ARVILLE STREET

(Behind Hongkong Dispensary).

Hongkong, 18th October, 1901.

[2863]

## NOTICES TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

**THE Steamship**  
"PEMBROKESHIRE"  
Captain Kennedy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 2.30 p.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN TOMES & CO. Agents.  
Hongkong, 19th October, 1901. [2873]

**IMPERIAL GERMAN MAIL LINE.**  
"KLAUTSCHOU"  
OF THE HAMBURG-AMERICA LINE.  
Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day, the 15th inst.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 22nd inst., and THURSDAY, the 24th inst., at 9.30 a.m.  
All claims must reach us before the 3rd November, or they will not be recognized.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
NORDEUTSCHER LLOYD, MELCHERS & CO. Agents.  
Hongkong, 15th October, 1901. [9]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
"MARQUIS BACQUEHEM"  
Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.  
This Vessel brings Cargo.  
From Venice, ex s.s. *Metovich*, transhipped at Trieste.  
From Trieste, ex s.s. *Imperatrix*, transhipped at Bombay.  
From Levant Ports, ex s.s. *Euterpe*.  
Optional Cargo will be discharged here, unless notice to the contrary be given immediately.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th of October, or they will not be recognized.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th of October will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIEBER & CO. Agents.  
Hongkong, 19th October, 1901. [16]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
"SUISANG"  
Having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along side.  
Cargo impeding the discharge or remaining on board after Noon, the 23rd inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & CO. General Managers.  
Hongkong, 19th October, 1901. [2870]

**FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE.**  
"MARBURG"  
Captain Zachariae, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from along side.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 p.m.  
No Fire Insurance has been effected.  
HAMBURG-AMERICA LINE.  
Hongkong Office.  
Hongkong, 18th October, 1901. [2873]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

**"JAPAN"**  
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that